

Navy News

MAY 1978 5p

YOUR WORTH TO THE COUNTRY



By THE FIRST SEA LORD
Admiral Sir Terence Lewin

By now you will have seen the result of the Government's consideration of the Armed Forces Pay Review Body report. You will also, I hope, have seen the levels of pay that the Review Body consider are fully justified from April 1, 1978. These can be taken as a true measure of your worth to the country. Read the report if you can, or at least

the extracts printed elsewhere in this issue.

The size of the recommended increase, averaging 32 per cent., shows the extent to which you have been less favourably treated under Government pay policy than your civilian equivalents in the past two years.

Those of us who have been putting your case have urged most strongly that you should be given the full amount now. But the Government has wider responsibilities for the country's economy and has decided that the increase must be phased in three stages, with a guarantee that each stage will be adjusted to keep up with increases in civilian earnings. We must accept this decision and the judgment that to award more to the services now would put at risk the Government's pay policy which is the main weapon against inflation.

ENCOURAGING

Pay has been a worrying subject and I know what serious problems have been created for you and your families; those of us who represent you here in London have been enormously encouraged and sustained by your steadiness. We all now know where we stand for the next two years. I am determined that from now on your pay shall never again fall behind as it has done since 1975.

Terence Lewin

YOU'LL BE ALL RIGHT, JACK!

"Will Jim fix it for Jack?" That was the question asked by Navy News last month. Now we know the answer: Mr. James Callaghan, the Prime Minister, has done his best to give the Services a "square deal" — by 1980.

After considering the evidence of the Armed Forces Pay Review Body — which he presented to the House on Tuesday, April 25 — Mr. Callaghan and the Government have broken their hitherto sacrosanct ten per cent. guidelines by giving Servicemen and women an immediate pay rise of between 11 and 15 per cent.

The Government has stepped outside its incomes policy because it believes that the increases will prevent Service pay falling farther behind during the next 12 months. In addition, there is a solid guarantee that Service pay will not fall farther behind civilian levels during a two-year catching-up period.

The Pay Review Body produced a hard-hitting report which hammered home a clear message to the Government. The Body's evidence showed that Servicemen's pay would, in

SOME PAY EXAMPLES

Here are some illustrative examples of how the pay award affects individuals—

An able rate on the C scale of pay, previously receiving £7.14 per day will get £8.08, an increase of 13.2 per cent.
Leading rate (B scale) — new rate, £10.41 (14.3 per cent.).
PO (B scale) — £11.80 (13.8 per cent.).
Artificer (2nd class) — £12.64 (14.5 per cent.).
FCPO — £14.39 (14.7 per cent.).
FC Artificer — £15.28 (15.1 per cent.).

Officers (G.L. and S.L.) on promotion:

Lieut. — £14.18 (11.6 per cent.).
Lieut.-Cdr. — £17.24 (11.9 per cent.).
Cdr. — £22.38 (12.5 per cent.).
Capt. — £26.69 (12.1 per cent.).
Capt. (over six years) — £31.63 (13.1 per cent.).

A lieutenant's flying pay will increase from £2.34 to £3.50 per day.

fact, need to be increased by an overall average of 32 per cent. to restore full comparability with civilian equivalents. In the case of Fleet chief technicians the comparable figure quoted is 37½ per cent.

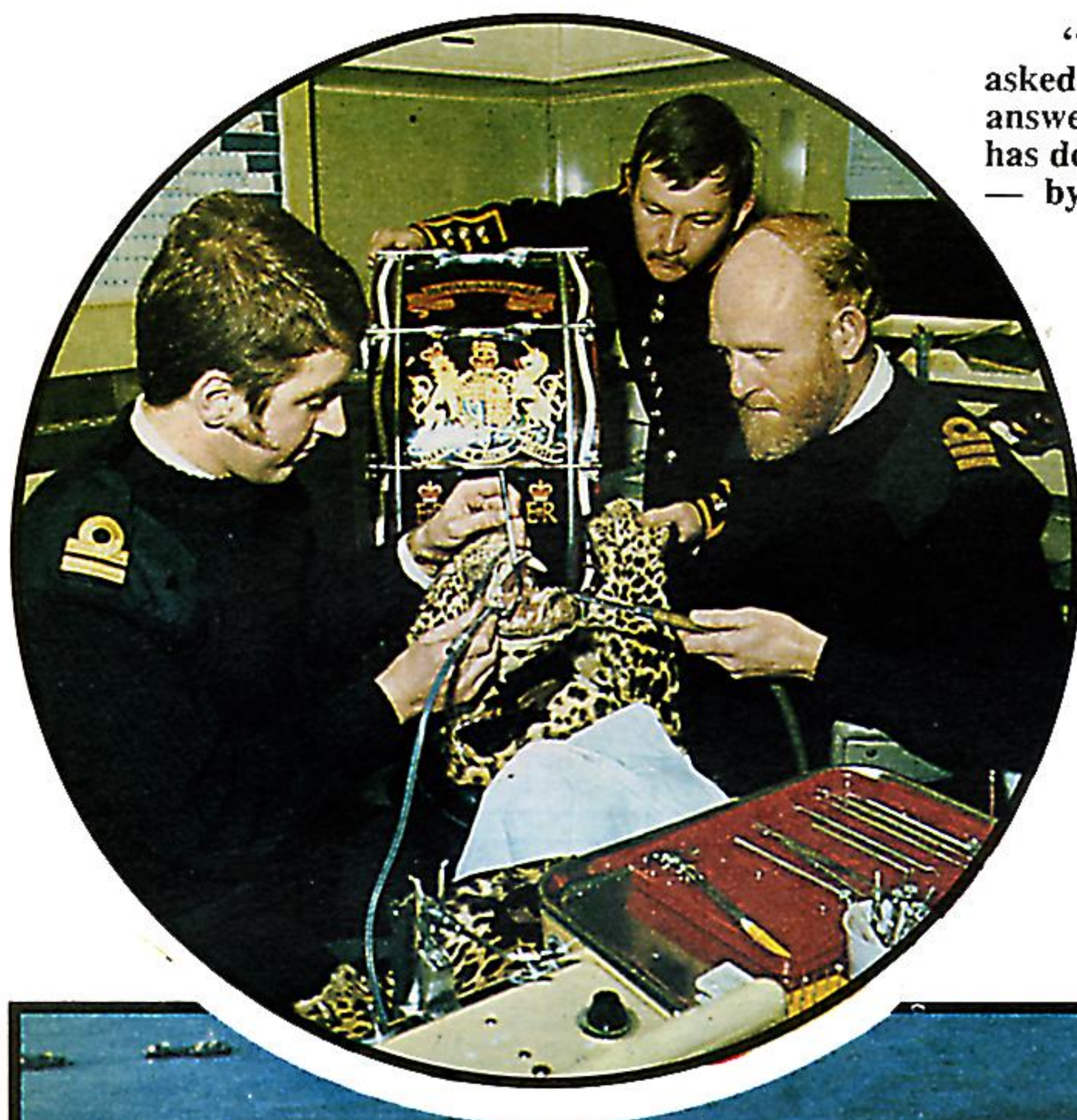
The Government has accepted these figures as being what ought to be paid if there was no pay restraint in force, and has guaranteed to implement them in full, irrespective of any future pay policy, in two stages over the next two years. This means that by April 1, 1980, everyone in the Services can expect to feel

the benefit of what Mr. Callaghan described during a debate about the alarming outflow of dissatisfied Servicemen as "a square deal, no more and no less."

The deal includes the vital guarantee that the balance will be updated to cover any increases paid to civilians between now and April, 1980.

It will be hoped that these substantial guaranteed increases will stop the Services losing their highly-trained and experienced officers and men. The Review Body

(Continued in back page)



Ships that pass

Coming events cast their shadow before them ... H.M.S. Ark Royal passes the hulk of her sister-ship Eagle as she sails from Devonport on her last deployment, across the Atlantic.

After embarking her Gannets, Buccaneers and Phantoms, the Ark joined H.M.S. Devonshire — also nearing the end of her service — and R.F.A.s Olmeda and Resource and headed towards the Caribbean.

In the top picture, a "leopard" worn by the bass drummer of the Ark's Royal Marines Band, Musn. Michael Scurfield (centre) was given emergency treatment in preparation for new false teeth. The unusual problem required the expert attention of the ship's dentists, Surgeon-Cdr. John Pidgeon and Surgeon-Lieut. Mark Weston.

Pictures: CPOA (Phot) Michael Gilbert and LA(Phot) Stephen Collinson

Chart busters!

Highly successful worldwide sales of charts and publications have resulted in The Queen's Award for Export Achievements to the Royal Navy Hydrographic Department.

In the year ended March 1977 more than £3 million was earned in direct sales overseas, with a further estimated £1.3 million from indirect sales. Total sales during the year exceeded £5.5 million. Since its formation in 1795 — when it was realized

that more ships had foundered on shoals than were lost in battles with the French — the Hydrographic Department has won a worldwide reputation for reliability and excellence and charts sales have risen to more than three million a year.

Each working day 12,000 charts and hundreds of other publications are sent out from the Department's Taunton establishment. (Gulf sounds make the charts — centre pages)

Nuffield help for adventure canal boat

A grant of £7,500 to help build a 50ft. narrow boat for sailors of CINNAVHOMER was one of 14 major grants totalling £65,001, awarded to the Royal Navy by the Nuffield Trust. The boat will be used on inland waterways for adventure training and expeditions.

A second grant of £7,500 went to the Royal Naval Sailing Association to help provide a yacht for H.M.S. Dryad. The Command Sail-

ling Centre, Portsmouth, was granted £7,152, to help provide eight Bosun dinghies.

Other major grants included: £5,400 to Southwick Park recreational centre for a tractor and

grass cutter; £4,500 to H.M.S. Rooke for a Sherpa four-berth camper; £4,300 to Naval Air Command Sub Aqua Club for four inflatable boats and engines; £4,100 to the Royal Naval Equestrian Association for a motorized horse box; and £3,290 to H.M.S. Norfolk for closed circuit television.

MINI-BUSES

The following establishments were awarded grants towards the cost of buying their own mini-buses: H.M.S. Seahawk, £3,500; H.M.S. Neptune, £3,000; H.M.S. Cambridge, £2,960; H.M.S. Mercury, £2,000.

The Royal Naval Film Corporation received a grant of £1,500 towards the cost of documentary films. H.M. ships, Glasgow, Coventry, Newcastle and Cardiff were awarded £540 each, half the cost of black and white television sets.

WORLD RACE

From tri-Service grants the Royal Navy was awarded £4,286 towards the Round-the-World Yacht Race costs; £400 for NORPED 1978; £700 to subsidize entertainment films for N. Ireland; £420 to provide equipment for the Joint Service Sub-Aqua Diving Centre at Gibraltar; and £333 towards costs of scientific expedition to Chagos Archipelago.

In addition, £6,175 was allocated for minor grants (£500 or less), mostly to sea-going ships.

Mine guests ...



Sailors from H.M.S. Arethusa wait to descend in the cage during their visit to Brynlli colliery, Swansea. They spent 2½ hours underground, and were then beaten at rugby by the miners. It is reported, however, that the Arethusa team won the social event that followed!

Picture: CPO Sam Chant.



H.M.S. Hardy, last of the Type 14 frigates, moors at Runcorn to allow a small freighter to pass in the Manchester Ship Canal.

H.M.S. Hardy, which paid off to the Reserve Squadron at the end of April, was flag ship for Vice-Admiral John Forbes, Flag Officer Plymouth, when he made a six-day visit to Manchester.

The Hardy, last of the Type 14 frigates, was escorted by H.M.S. Walkerton. The frigate has strong ties with Manchester, and last visited the city ten months ago.

Last year her ship's company moved en masse from Manchester's adopted ship, H.M.S. Dundas, when the latter was moved to reserve status.

During the visit, parties from both the Hardy and the Walkerton met the stars of "Coronation Street" in the

HARDY'S FAREWELL

Rovers Return at Granada Television Studios.

Other highlights of the week included a visit to Manchester United Football Club, trips to local breweries, sporting fixtures against the Manchester police, and evening social

events.

Both ships were opened to the public, and the Hardy gave a party on board for underprivileged children and arranged a special visit for their "adopted" Ellerslie Children's Home, Bowdon.



Peter Adamson — Len Fairclough to millions — and other stars of "Coronation Street" opened up the Rovers Return to welcome members of the Hardy and the Walkerton ships' companies to Granada Television Studios.

Mr. Jay dines in Hermes

Britain's Ambassador to the United States, Mr. Peter Jay, dined in H.M.S. Hermes during the ship's visit to Norfolk, Virginia.

With him was Rear-Admiral R. M. Burgoyne, Chief of British Naval Staff in Washington.

One of the first arrivals on board the Hermes at Norfolk was the port's Miss Hospitality beauty queen, accompanied by members of the Chamber of Commerce.

MARINES BAND

A section of the C-in-C Fleet's Royal Marines Band transferred from H.M.S. Fearless to the Hermes to cover official functions for the visits to Norfolk and Mayport.

The band, under the direction of WO2 G. R. Gill, took part in a flag raising ceremony to celebrate the tenth anniversary of the formation of the Standing Naval Force Atlantic Squadron, ships of which were in Norfolk at the time.

SWOP DRAFTS

These ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

COEL D. Beard, CPOs Mess H.M.S. Collingwood. Due to join H.M.S. Zulu, Rosyth, June (refit), will swap for any Portsmouth-based ship.

AB(R) I. F. McLaughlin, c/o 15, Seabourne Road, Holyhead, Gwynedd, N. Wales LL65 1AL, due to join H.M.S. Jaguar (Chatham R.S.U.) April 12, will swap for H.M.S. Osprey (Portland).

OEMN1 M. J. Startup, H.M.S. Defiance. Due to join H.M.S. Diomedes, Portsmouth, as 4.5in. maintainer in October. Will swap for similar billet, Devonport ship.

AB (S) Greenwood, H.M.S. Defiance, Reg. off. ext. 5574 or 5478. Drafted to H.M.S. Zulu (Rosyth) August. Will swap for any Devonport ship or establishment.

CK M. E. Brown, 4 Mess, H.M.S. Endeavour, drafted H.M.S. Raleigh July 25. Will swap for shore draft to Portland. Replies after June 14 to 11, Stares Close, Rowner, Gosport.

AB (R) S. D. W. Beaumont, 56b, Greenhill, Weymouth, Dorset. Drafted to H.M.S. Minerva (Chatham, later Plymouth) August 16. Will swap for any GMD or any Portsmouth-based ship.

SA J. D. Rees, Stores Office, H.M.S. Euryalus, will swap for any Chatham or Portsmouth-based ship.

AB (S) P. Atkinson, 3P Mess, H.M.S. Berwick, drafted H.M.S. Vernon July, will swap for any Devonport shore establishment.

MEM1 J. Burr, (JBD) 213 Mess, H.M.S. Cochrane, Rosyth, drafted H.M.S. Bildeston (Chatham refit) August 28, will swap for Rosyth-based ship.

AB (S) R. Beighton, 3Kp Mess, H.M.S. Jupiter, will swap for Plymouth ship in long refit or Plymouth shore base.

EM(A)1 Gibson, drafted H.M.S. Daedalus July 15, will swap for any Portland draft. Ring Portland 820311 ext. 2562 or write R.N. air station Portland, Dorset.

AB (M) W. J. Riddell (FC2), drafted H.M.S. Ashanti (Portsmouth), will swap for any Rosyth-based ship. Replies to H.M.S. Ashanti.

LAM (AE) C. McAlpine, 6/E 737 Squadron, R.N. air station Portland, drafted H.M.S. Daedalus June 5, will swap for any Portland draft.

CPOSA W. E. Sheppard, drafted H.M.S. Juno (Portsmouth) due to deploy East Coast of America, will swap for any other Portsmouth, Portland or Chatham ship, sea-going or in refit. Replies to 1H Mess H.M.S. Juno or Cosham 79235 after 1700 hrs.

LS (S) Hermes, 39, Mills Road, Devonport, drafted H.M.S. Norfolk (Portsmouth) September, will swap for Devonport-based ship, anything considered. Phone Plymouth 58989.

MEM1 T. F. Day (AMC), H.M.S. Avenger (Plymouth). Will swap for Chatham or Portsmouth-based ship.

MEM1 M. Cotterell, H.M.S. Avenger (Plymouth), will swap for any Portsmouth-based ship.

RPO W. Jarvis, 59, Holmwood Avenue, Plymouth, drafted to H.M.S. File (Portsmouth) June 5, will swap for any Devonport ship or any Plymouth area establishment.

AB(M) D. Parker, 3E Mess, H.M.S. Torquay (Portsmouth), passed for leading seaman, will swap for any Plymouth-based frigate on home (preferably) or general sea service.

AB (R) M. Tedder, 214 Mess, H.M.S. Cochrane. To join H.M.S. Jersey (Rosyth) Sept. 14. Will swap for any other seagoing ship.

LSTWD C. F. Dye, H.M.S. Juno, due to join H.M.S. Gannet end of May, wishes to swap for Chatham or London shore base.

PO (S) P. Watford, H.M.S. Vernon, drafted to H.M.S. Antelope (Plymouth) July will swap for any Portsmouth-based ship.

POSTWD D. W. Proud, Staff Officers Mess, Portsmouth Naval Base, drafted to H.M.S. Neptune ship's company July 17, will swap for any other shore base, Portsmouth area preferred.

POREL D. G. Holmes, P.C.G. Radio Workshops H.M.S. Vernon, drafted to H.M.S. Argonaut (refitting at Plymouth until June, 1979) December 4, will swap for any Portsmouth-based GMD, LPD, CC or other medium-large ship.

SA J. Keddle, Stores Office, H.M.S. Bulwark, from May 8 (shore service until January) will swap for any Type 42 destroyer or Chatham shore base.

AB(M) R. T. Cole, 2, Cuddington, Deaconway, Haygate Estate, London SE17 1SP, drafted to H.M.S. Caledonia (Rosyth) August 3, will swap for any Chatham, Portsmouth or Plymouth shore base.

AB(S) C. F. Dennett, 3M Mess, H.M.S. Galatea, drafted H.M.S. Neptune June 12, will swap for any Plymouth, Portsmouth or Chatham ship or shore base.

LS(S) Moran, 3P Mess, H.M.S. Yarmouth (Rosyth) will swap for any Portsmouth-based ship going anywhere or in refit.

ALCEM J. Dray, H.M.S. Birmingham, due States deployment, will swap for any Portsmouth-based ship in long refit or shore establishment. Replies to 22, Marlborough Grove, Portchester, Fareham, Hants.

Wren P. Woods STD(O), Furze House, H.M.S. President, will swap for H.M.S. Raleigh.

Wren E. Armstrong STD(O), Furze House, H.M.S. President, will swap for H.M.S. Raleigh.

SA Carvell, drafted H.M.S. Cochrane, will swap any Portsmouth, Chatham, or Devonport shore base or ship.

LEM (AW) V. Herring, AWS, R.N. air station Culdrose, will consider any ship or shore establishment.

AB (R) R. E. Gould, 11 Mess, H.M.S. Ashanti (Portsmouth-based, due for deployment) will swap for any Plymouth shore base or ship in long refit.

HAM (AE) McIntyre, Warwick Block, R.N. air station Culdrose, will swap for Yeovilton. LREM C. J. Thompson, 3D2 Mess, H.M.S. Blake, drafted to H.M.S. Neptune June 5, will swap for any Portsmouth or Chatham shore base.

RO1(G) J. Murphy, 253 Mess, H.M.S. Hermes, drafted H.M.S. Cambridge, Plymouth August 8 for six months, will swap for Commcen, Whitehall or Northwood.

MEM1 (AMC) R. J. Paxton, due to join H.M.S. Scylla, Chatham, July 7, will swap for any ship or shore base in Portsmouth. Replies to 478, Portsdown Park, Cosham, Cosham 84854.

PO (S) P. J. Lawson, 2L Aft Mess H.M.S. Bristol (Portsmouth-based with trials, visits to Liverpool, Amsterdam, West Indies) will swap for any Portsmouth area shore base.

STWD A. Hetherington, O2H2 Mess, H.M.S. Fearless, drafted H.M.S. Seahawk, Culdrose, August 13, will swap for any other shore base in England.

AB(M) G. A. Williams, 2-32 Mess, Saumarez Block, H.M.S. Nelson, serving in H.M.S. Bulwark (refit until end of year), will swap for any seagoing ship, anywhere considered.

LCK Wade, 2R1 Mess, H.M.S. Hermes. Due to change of base port to Portsmouth, October, and Portsmouth refit 1979, will swap for any Devonport ship, H/S or F/S.

AB(M) I. G. McNicol, H.M.S. Bulwark (Portsmouth refit) will swap for any seagoing ship, preferably Portsmouth-based.

CEA1 C. Western, 10, Hillcrest Close, Plympton, Plymouth. Drafted to Portland FMG, late June. Will swap for any Devonport shore billet.

American visitor

During a three-day visit to Britain, the Hon. Dr. Harold Brown, United States Secretary of Defence, paid a visit to R.N. air station Yeovilton where he was met by Vice-Admiral A. D. Casidi, Flag Officer Naval Air Command. Dr. Brown was accompanied by Defence Minister Mr. Fred Mulley.

First lady of London!



A charming smile from a first lady. Commandant Vonla McBride, Director of the Women's Royal Naval Service, has been awarded the freedom of the City of London. Pictured here in Guildhall Yard, she is the first serving female officer to be awarded this honour.

Picture: Diana Walker

BRIGHTON BREEZY!



Hazel sends 'em nuts on Tyneside

When H.M.S. Brighton visited Newcastle-on-Tyne, the lads went nuts over Hazel — and invited her to become the ship's first pin-up girl. Hazel Wade, 25-year-old Newcastle model, readily agreed and warmed a few chilly hearts on snowy Tyneside.



Next time the frigate visits the Tyne, blonde Hazel will present the ship's company with a set of photographs of herself. Meanwhile, as these pictures prove, Hazel is already a swinging Brighton Belle!

Pictures: Dennis Hutchinson, Sunday People.



ARIADNE'S GIRL

Miss H.M.S. Ariadne, chosen by members of the ship's company in a Scunthorpe beauty competition during a visit to the town by men from her adopted frigate, relaxes on board the ship at Grimsby.

Eighteen-year-old Janice Ryder's reign as ship's mascot started with a short tour of the ship before she sailed.

The contest itself included an entry from the ship itself — but REM Phillip Vinnicombe, looking stunning in a loaned dress, got no farther than the first round!

Picture: Eric Fearnley.

FILMS for the FLEET

Chemical comedy is a real gas . . .

With refreshing candour and originality, the publicity accompanying "C.A.S.H.", one of the latest feature films to be released to the Fleet by the Royal Naval Film Corporation, admits that it was made "totally without the co-operation of the American Army."

Hardly surprising, since this zany comedy (evidently trying to cash in on the M.A.S.H. title gimmick) does not appear to set out to boost the U.S. military image.

Elliott Gould (who also starred in M.A.S.H.) plays a volunteer human guinea pig for chemical warfare experiments who after repeatedly being inoculated, gassed, sprayed and otherwise exposed to man's most barbaric concoctions, comes out in blotches, coughs and gasps, loses his hair in tufts, his sense of taste and — worst of all — his virility.

After being discharged from the Army on medical grounds (surprise, surprise) he finds that life can be a gas — literally — when he tries to make a little C.A.S.H. by chemically illegal means.

That title? It stands for Chemical Air-Spray Holdup.

THE LIST

Here is the full list:—

Bobby Deerfield (A) — Al Pacino, Marthe Keller. Bobby Deerfield, a racing driver who never takes chances, carries this caution with him into his private life. He becomes involved with a vivacious girl who teaches him to live life to the full. Columbia-Warner. No. 538.

Oh God (A) — George Burns, John Denver. Comedy about a Californian supermarket assistant manager who receives a letter telling him that he as an appointment to meet God. Curiosity compels him to keep the appointment. Columbia-Warner. No. 539.

The Pack (AA) — Joe Don Baker, Hope Alexander-Willis. A pack of wild dogs attack and kills members of an island community. Columbia-Warner. No. 540.

C.A.S.H. (AA) — Elliott Gould, Eddie Albert. Fun movie about a soldier in the United States Chemical Corps who volunteers to test every new chemical warfare weapon. When he is discharged before completing his time for full pension he hits upon a few profitable ideas of his own. Trident Barber. No. 541.



Anny Duperey in "Bobby Deerfield"

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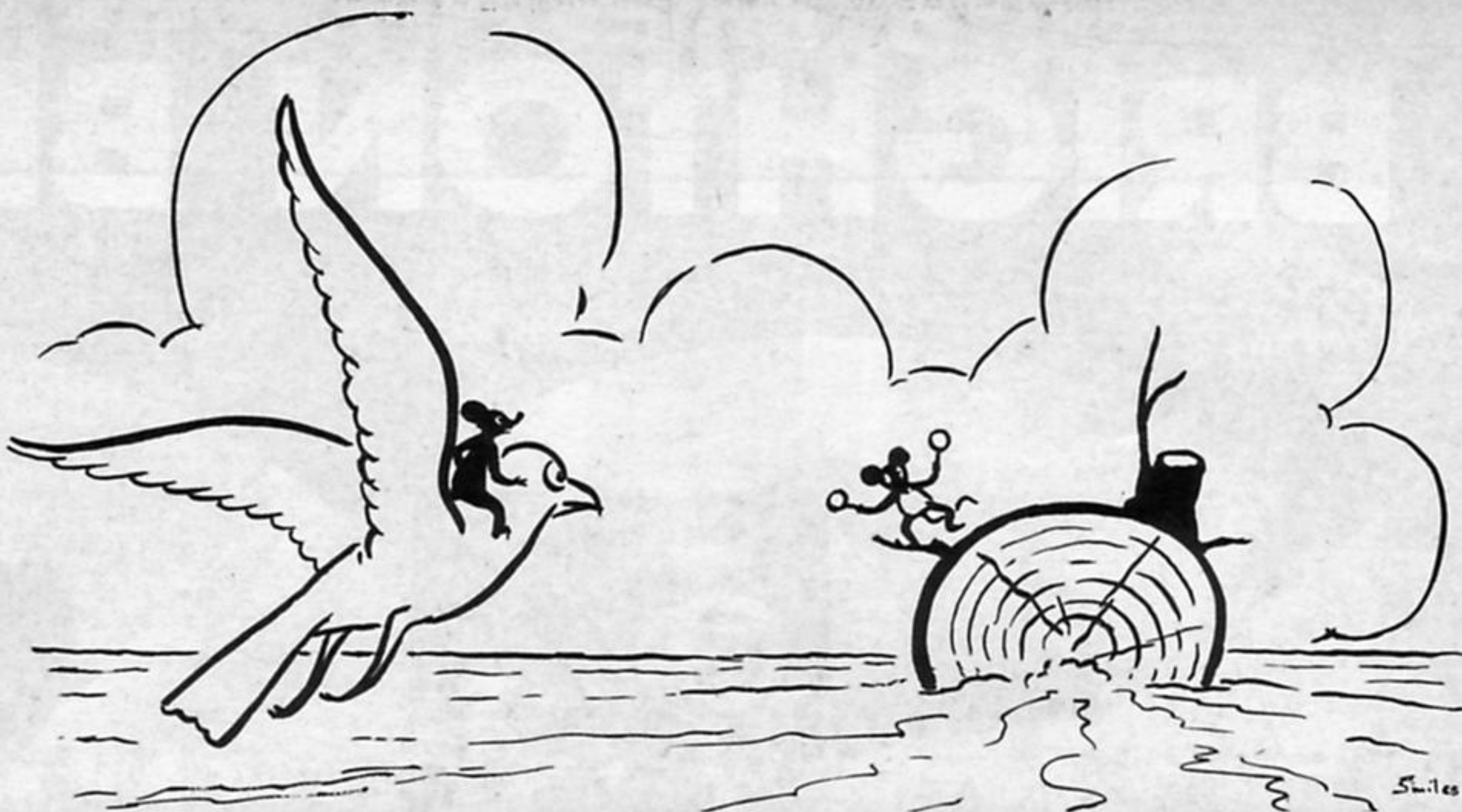
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Drafty's Corner

The Front-Line Drafting System for Fleet Air Arm technical ratings has been running in more or less its present form for more

than four years, although minor modifications have taken place to meet changing requirements. For the benefit of younger Fleet Air Arm ratings who have not yet

encountered the system (or older ones who have forgotten the details), this article describes how it works.

Where do all the Birdies go?

Three times a year Drafty works out the number of Fleet Air Arm technical ratings who will be required for each front-line aircraft type or ship in the four - month period between 26 and 30 months ahead. Appropriate numbers of men are then extracted from the Sea Roster to meet this requirement, including an allowance for wastage. The "batch" selected is identified by the period when it is expected to start sea service (for example, the March 1977 batch will join their ships between May and August 1979) and is then divided into aircraft type or ships AED "pipelines."

Each man's experience and current whereabouts are taken into account when allocating him to a particular pipeline, although regrettably a preference area cannot be guaranteed. Each rating then receives a warning draft (such as "Required FLS Mid 1979 — prob employment Sea King") giving him up to two years' notice of a front-line draft on a particular aircraft type. Promotion, re-engagement, sickness, and other factors will effect the progress of the pipelines, of course, and ratings may be transferred between pipelines while remaining in the same batch for sea.

The next step is to draft each rating to aircraft type training in a second-line squadron, or "Pre-Front Line Experience" (PFE) as it is called. This can be either PFE (long) or PFE (short), and the length of PFE for each aircraft type depends upon the number of second-line billets available to meet this commitment. Currently both are in use for those going to commando squadrons or just PFE (short) for those going to front-line Sea King squadrons and ships' flights. PFE is currently carried out at Culdrose for Sea King squadrons, Portland for Wasp, Wessex 3, and Wessex 5 ships' flights, and Yeovilton for Wessex 5 commando squadrons and Lynx ships' flights.

LONG OR SHORT

The draft order will include a list of SAMCOs required for the billet to which the rating is going in his sea draft and these will be carried out (normally in the Air Engineering School at Lee-on-Solent) either during PFE (long) or before joining for PFE (short). Any SAMCO on the draft order can be waived by the rating's station air engineer officer if he considers that the rating has the required amount of previ-

ous experience and does not need the course. PFE (long), including SAMCOs, is normally a year to 18 months and PFE (short), after SAMCOs, four to five months. In each case, the aim is to give at least three months' notice of the draft to PFE/SAMCOs and five months' notice of the draft to front-line/sea.

Fleet Air Arm ratings normally go to sea for 24 months, although this may vary by up to three months either side of the Estimated Relief Date (ERD) as required by operational commitments; and there is a maximum of 30 months' front-line service for non-volunteers. For able rates the length of sea draft is currently reduced to 16 months in order to achieve a faster turn-round of ratings and keep the time between leaving the Air Engineering School and the first sea draft to a minimum. Specially selected air mechanics go to sea early and

come ashore early to progress their training.

"TRIGGER"

Ratings serving at sea or in front-line squadrons are relieved by changing approximately one-sixth of the manpower in each unit about every four months. A periodic "staged relief" letter is sent to the ship or squadron listing those ratings who are due for relief in both the next and the following four months' relief periods and, unless they volunteer by return to extend their front-line service, their reliefs will be planned to meet their ERDs. The dates for these "staged reliefs" are chosen to fit in with ship and squadron programmes.

As in General Service

drafting the receipt of a draft order for an incoming relief is the "trigger" for the man being relieved to render a Red Crossed Drafting Preference Card (RXDPC). This should arrive in H.M.S. Centurion about four months before the man is due to leave his squadron or ship so that action can be taken to give him three months' notice of his next shore draft.

Every attempt is made to give each rating his preference area, but Service requirements must be met and there is always a need for a return of type expertise to the "type station."

On the whole, the success rate for preference areas is pretty high and the man who is unfortunate enough to get a non-preference draft can be reassured that every effort will be made to move him to his preference area after two years.



LAST OF THE CASH

The end of March was drawing nigh,
All senior rates began to cry.
They sat around with rum, and drank,
Their cash had all gone to the bank.

So begins the Ode to the End of an Era, by Writer Mark Hinge, of H.M.S. Heron's pay office staff, who wrote a lament to mark the passing of a pay ritual.

The final payment in cash to senior rates at R.N. air station Yeovilton was also witnessed by a photographer, who captured this picture of Cdr. James Carine, the supply officer, handing CPO Trevor Lant his last fortnightly pay, with Leading Wren Sue Basson assisting.



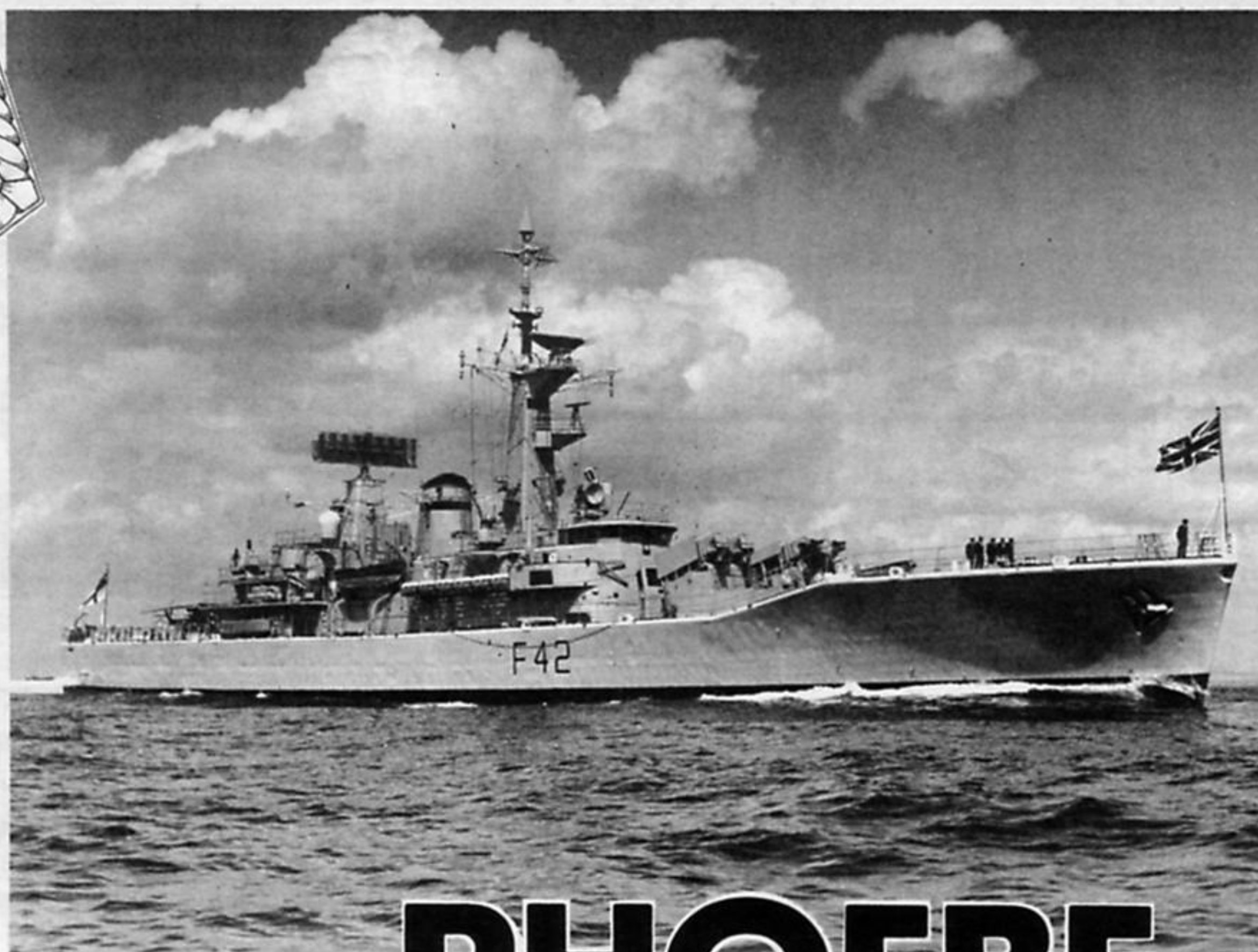
SHIPS OF THE ROYAL NAVY

No. 270

Facts and figures

Displacement: 3,000 tons. Length: 370ft. Beam: 41ft. Draught: 18ft. Aircraft: One Lynx helicopter. Armament: Exocet surface-to-surface and Sea Cat surface-to-air missiles; anti-submarine torpedoes; two 40mm guns. Propulsion: Two double reduction geared turbines, two shafts, 30,000 shp, giving a speed of about 30 knots. Complement: 20 officers, 230 men.

Picture:
Michael D. J. Lennon



PHOEBE PHACELIFT!

She's worth a second look

When a lady has a facelift and acquires a new set of teeth, it's not surprising that she wants to show off her new look to her friends.

H.M.S. Phoebe, eleventh of the 26 Leander-class frigates, is no chicken — but she emerged last year from a rejuvenating refit which gave her new weapons, a new helicopter and a new profile.

Now, halfway through a six-month deployment to the Standing Naval Force Atlantic, she is no doubt being watched with interest by our allies both for her performance and that of her Lynx helicopter.

The Phoebe, commanded by Capt. H. M. Balfour, came out of her two-and-a-half-year refit with the turret replaced by four Exocet missiles, the mortar well removed to extend the flight deck, the hangar enlarged to take a Lynx helicopter, shipborne torpedoes fitted, an automated action information system and her accommodation considerably altered and improved.

Post-refit trials culminated in an Exocet firing and earlier this year she exchanged her Wasp flight for the Royal Navy's first frigate Lynx flight in preparation for her deployment to the Atlantic Squadron as part of Britain's contribution to NATO.

The busy programme for the deployment included visits to ports in the U.S.A., Canada and Europe, with landings in Canada and Norway by the ship's Royal Marines detachment.

Aden

H.M.S. Phoebe was laid down in June, 1963 at Alexander Stephen & Sons Ltd., Glasgow, launched by Lady Frewen, wife of Admiral Sir John Frewen, on July 8, 1964, and commissioned on April 14, 1966.

The frigate's full life has included service in the Far East and the West Indies. In 1967 she was part of the covering task force during the British withdrawal from Aden and in 1970 she stood by in the Indian Ocean during the emergency splashdown of Apollo 13.

Bermuda

During her West Indies deployment she took part in the ceremonial and security aspects of the 1971 Heath-Nixon talks in Bermuda; evacuated 3,000 people from St Vincent when they were threatened by a rumbling volcano; and spearheaded a British presence at the time of a threatened invasion of the then British Honduras by neighbouring states.

One of her many claims to fame was her role as the first "H.M.S. Hero" in the B.B.C. television series "Warship" — and subsequent Leander-class "actors" borrowed the Phoebe's pennant number, F42.

MAID OF HONOURS

Trafalgar . . . Zeebrugge . . . Malta Convoys. A glance down H.M.S. Phoebe's awe-inspiring list of battle honours is enough to convey much of the glory of 150 years of naval service.

The present ship is the sixth to bear the name of the Goddess of the Moon in Greek Mythology, the first being launched in 1795.

More recently, Phoebe served with distinction in the two world wars.

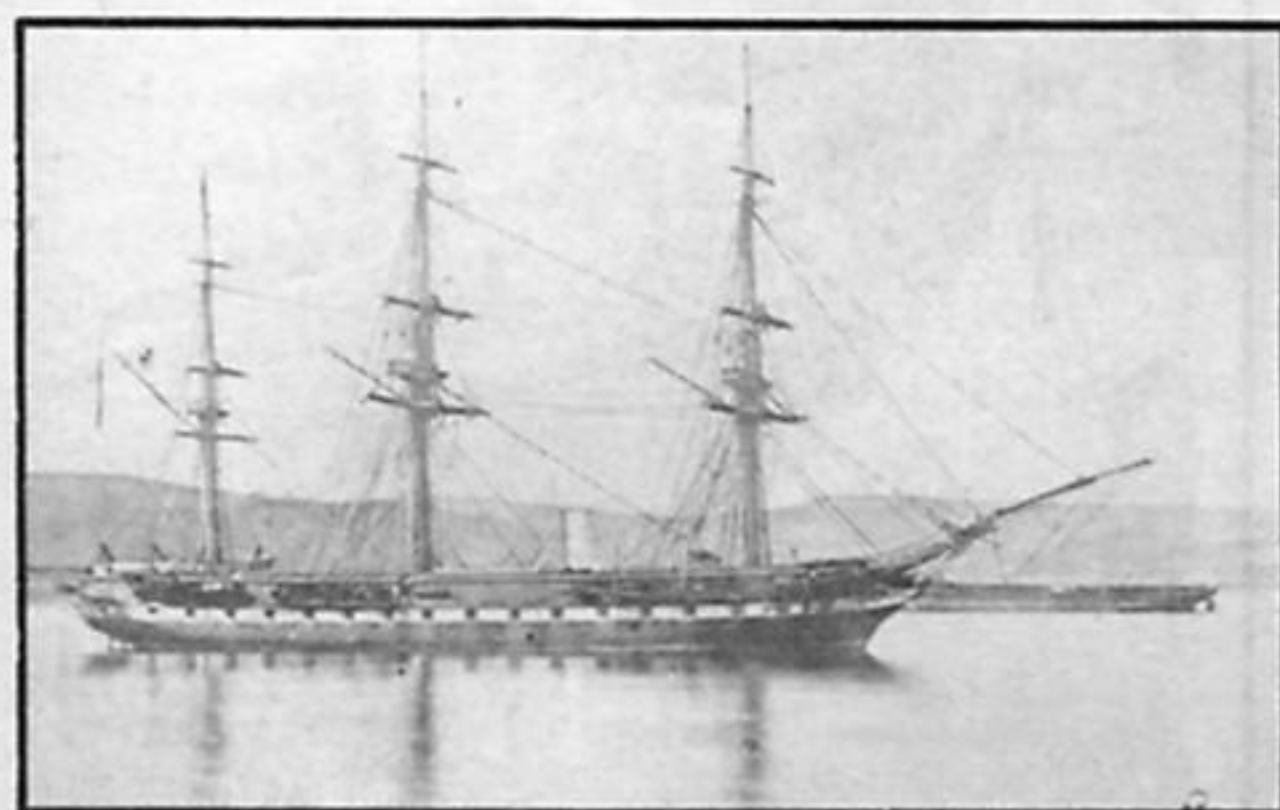
The 1,044-ton torpedo boat destroyer launched in 1916 had a busy five-year life in the Royal Navy which included an attack with the Harwich Force on German destroyers in the Flanders Bight in 1917 and the blocking of Zeebrugge and Ostend the following year.

BOURNEMOUTH ADOPTION

A 1939 Dido-class cruiser, like its predecessors built by Fairfields, served during the Second World War in the Mediterranean and Eastern theatres.

During Warship Week in 1942 she was adopted by the city of Bournemouth, which adopted the present H.M.S. Phoebe in 1966.

Here is the full list of the Phoebe's battle honours: Nereide 1797; Africaine 1801; Trafalgar 1805; Tamatave 1811; Java 1811; Essex 1814; Benin 1897; Belgian Coast 1917-18; Zeebrugge 1918; Greece 1941; Crete 1941; Malta Convoys 1942; Aegean 1943; Mediterranean 1944; Sabang 1944; Burma 1944-5.



Then
and
now

Above: A case of sail giving way to steam . . . The second H.M.S. Phoebe, a fourth-rate 50-gun screw steamer, launched in 1854, was converted to 30-gun screw steamer in 1859. Note the funnel. Below: The present H.M.S. Phoebe firing an Exocet missile.



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarrton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, Swiftsure, Tacitus, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Thesaurus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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WILTON AT WORK

Since completing a five-month refit, H.M.S. Wilton, still the largest plastic warship in the world, has had a busy time.

She has been involved in missile recovery on the Aberporth Range, when she was storm-bound in Milford Haven for two days; in the training of future MCMV personnel in Portsmouth and Rosyth; and, after a visit to Aberdeen, in operations on the Clyde.

During a Squadex off Falmouth, the Wilton, in company with the Senior Officer Second Mine Countermeasures Squadron in H.M.S. Lewiston — the two vessels are pictured here — spent a week carrying out competitive drills and evolutions.

One morning was taken up with manoeuvres with H.M. ships Cuxton and Brinton of the Fishery Protection Squadron, and one afternoon with sport at R.N. air station Culdrose.

With the result of the competitive drills declared a draw by members of the 2nd MCM Squadron staff, the Wilton remained at Falmouth for the weekend while the Lewiston sailed for Scottish waters.



LETTERS TO THE EDITOR

No tears for Chiefy

While I agree with most of the remarks made by ex-CPO Writer P. F. Davis (April issue), I cannot help feeling that he has taken the attitude that the world owes him a living because of his 22 years' service.

He says he does not get a fat pension, but to those of us in the 1968/69 class, the

current rate of £1,452 for a CPO makes our £300-a-year look a bit sick.

As for paying the mortgage, there is a system operating among a large number of civilians. It is known as "working wives."

J. D. Hoodless
(Ex-CPO Writer)

Dunfermline

Your correspondent ex-CPO Writer Davis earns no sympathy for his complaint. When you leave the Navy you slip from the top of a ladder to the bottom of a snake.

Lots of people have mortgages nowadays. The answer is to adjust your commitments to your expected ability to fulfil them.

Yes, it's a cold, hard unappreciative world outside, Chiefy. The only thing you can do is dry your eyes and pull your finger out.

Peter Woodhouse
(Ex-CPO TASI)

Plymouth

The letter from Ex-CPO Writer Davis echoes a cry which all of us "old salts" have experienced through the years.

However, £80 a week as a CPO, plus perks, a terminal grant of £4,356, and a pension of £28 a week is good going by any standards — well ahead of anything that private industry can offer, and certainly well out in front of anything that the ex-matelots with a part in two world wars enjoy.

Coming down to earth at £40 to £60 a week is not a cheerful prospect, but it is unfortunately the standard of things at present.

W. P. Ness
(Ex-Chief Yeoman)
Catherington, Portsmouth

ASSISTANCE TO AUTHORS

Mr. R. J. M. Groves, Battramsley House, Lynton, Hampshire, would welcome information on the camouflage paint "Mountbatten pink", popularised by ships of Lord Mountbatten's 5th Destroyer Flotilla.

Dr. David Roll, Sloane Cottage, Binswood End, Harbury, near Leamington Spa, Warwickshire, CV33 9LN, is writing a book on British prisoners-of-war in European captivity during the Second World War, and would like to hear from readers who have letters or diaries.

Mr. L. R. Wrixon, of Pandora, Branscombe House, Elford, Exeter, would like to add to his collection of Service stories, both funny and serious, with a view to having them published as a book.

Mystery of a ■ missing model

Does anyone know the whereabouts of a white ebonite model of H.M.S. Victory which was built by an AB/QO serving in H.M.S. Malaya, was won in a raffle by Marine Harry Minchew and when war broke out in 1939 was put in store at Port Alexandria?

It is believed that later the model was brought to the U.K. in either H.M.S. Devonshire or H.M.S. Dorsetshire.

For many years Mr. Minchew has tried to trace the model, which was about 2ft. long and 2ft. high, but without success.

L. C. Martin (Miss)
Tewkesbury, Glos.

Can any reader help?
Unhappily, many trophies
of this kind were lost at sea
during transportation back
to U.K. — Editor.



From last month's Navy News

PENDANT POINT

We of LS28 professional qualifying course would like to draw attention to the photograph (April issue) showing the lowering of H.M.S. Newcastle's seaboat.

There is the possibility of an accident in that the hanging pendants (those with the hooks) are hanging free, when they should be stopped inboard and kept clear of the boat while lowering.

LS28 Class
(Six signatures)

R.N. Seamanship School,
Plymouth.

THE SUNNIER SIDE OF CIVVY STREET

Referring to the editor's note on the letter by "PO" from Chatham (January issue), it is heart-warming to learn that a sustained effort goes into "watching pay and conditions," but in Gibraltar it took a proposed increase of £1,000 per year in the allowance paid to civilians because of inflation, to prompt a Local Overseas Allowance review for Service men.

Civilians seem to have a vastly-superior organization for getting more.

M. J. Hartley
(Petty Officer Writer)

H.M.S. Rooke

The explanation given to Navy News is that "the FSA increases for U.K.-based civil servants in Gibraltar followed the normal three-yearly inspection of the allowance in November, 1977. The next three-yearly review of LOA is due to take place in 1979."

"Differences exist in the amounts of the two allowances because of the different basis on which the allowances are calculated. FSA is based on the overseas standard of living. The tendency is for the allowance to rise when the standard of living in the U.K. falls, and to fall when the standard of living in the U.K. rises."

"In contrast, LOA, based on a system of reimbursement for necessary expenditure abroad, is

inclined to rise when the U.K. standard of living rises, and to fall when the U.K. living standards fall. "The present LOA system is under review."

Note: A further letter complains that LOA is not paid for the Falkland Islands, the explanation being as above, that evidence on comparative costs showed no "extra costs" as justification.

'Need for Service ■ representation'

I endorse the sentiments expressed by POGI (April issue) regarding the suggestions for some form of Service representation.

There is a need for a federation on the lines of the police, with no right to strike but with the right to negotiate with the Ministry of Defence regarding conditions, and having representation on the Armed Forces Pay Review Body.

Recent press reports and the formation of wives' action groups would seem to contradict the quoted "attitude survey" which concludes that no benefit would be achieved by a union.

Portsmouth.

Scribes



SAVE AS YOU EARN

Your return is linked to the cost of living

Issued by the Department for National Savings.

'WONDERFUL' ARK ROYAL

In December the Navy will lose H.M.S. Ark Royal. Will she be scrapped, or can we the public help to save this wonderful ship? Let's hope so!

S. J. Willis

Sutton Coldfield.

The "Farewell to the Ark" feature in the February issue also inspired a Cornish reader, Mrs. C. Gough, to pen her sadness in a poem.

Raising money by public subscription to buy and maintain a vessel the size of the Ark Royal would be a monumental task. — Editor.

Having wanted to go on board the Ark Royal ever since my son served in her 18 months ago, I was most interested to read a suggestion in the Manchester

Evening News that the ship should be taken on a farewell tour of major British ports. What a good idea!

(Mrs.) V. Davies
Manchester.

"The other Ark" (March issue) has with the passage of time veered off course a little.

The second Ark Royal was built at Blyth as an oil tanker, and purchased in 1914 by the Admiralty to become H.M.S. Ark Royal. Due to her low speed (11 knots) she was used as a mobile seaplane base, giving invaluable service to the R.N.A.S. off Gallipoli and in the eastern Mediterranean.

When work began in 1936 on an aircraft carrier to be named Ark Royal, the name of the ex-oil tanker was changed to H.M.S. Pegasus.

J. R. Arthur Wells
Sheffield.

■ Sad Discovery

It was with sadness that I read that Captain Scott's ship Discovery is to be given away, because the Navy can no longer afford to maintain her.

Let us hope that lack of paint will not allow the name "Discovery" to disappear from the dockyard wall at Snooky (Simonstown) — a memory of the ship and a very great man.

G. F. Seymour
Waltham Abbey, Essex.

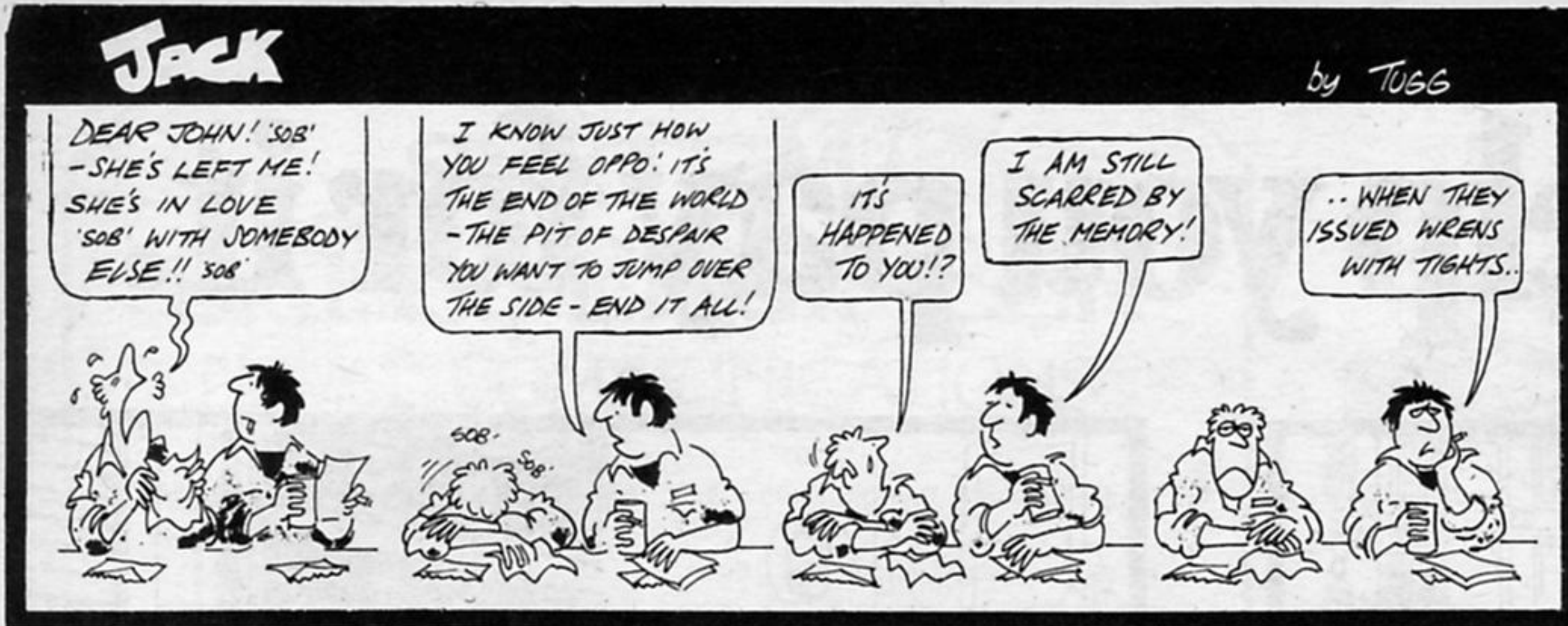
A future in Security

For the information of those who may be considering a career in Security on leaving the Service or, indeed, those who, having already left, are engaged in the profession, may I draw attention to the professional body which covers all aspects of Security in Civvy Street.

Membership of the International Professional Security Association is open to all involved in the practice of security, and those supplying security services and products.

Application should be made to the National Secretary, IPSA, 7 Blue Waters Drive, Paignton, Devon TQ4 6JE. Training at all levels is obtainable through IPSA, which administers the Institute of Industrial Security.

N. L. Smith
(Lieut.-Cdr., R.N.(Ret))
Crawley, West Sussex.



BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Fashion out of step

I heartily endorse Wren C. Newcombe's letter in the March issue. Nurses in particular are witness to the fact that the old style "beetle crusher" shoes were far more comfortable during long hours of wear.

During the course of my Monday duties, I see hundreds of service feet. The increase in the incidence of corns due to shoes being generally a shade on the narrow side has been quite evident over the past two years.

Many of us look forward to seeing the new prototype in use. (Mrs.) J. M. Storey
(Chiropodist to the services in the Portsmouth area)

A couple of Lofties!

Your item entitled "Sampan Special" (February issue) brought back happy memories of my time as a member of the side party of H.M.S. Danae 1939-40, when stationed at Hong Kong.

I was known then by the side party girls as "Lofty round the guts," due to my circumference.

My good wishes to Jenny and her girls, and also to my old side party oppo, Lofty Childs, who came I think from the Portsmouth area.

G. Hignett
Widnes, Cheshire.

Happy Prince of Wales

I have just seen "Death of Jonah" (December issue). Please let it be known that J.3968 (H.M.S. Prince of Wales) which I joined on January 19, 1941, was the happiest of the nine ships in which I served in 27 years in the R.N.

Captain John Leach (who died with her) was beloved by all. To say anyone cheered when she went down is a lie. Unlucky yes, unhappy no!

Andrew Marshall
(Lieut.-Cdr., R.N. Ret.)
Chichester.

Dispelling that ADP myth

I was taken aback to read in the April issue that you did not know the meaning of the symbol ADP, and that you believed you shared this ignorance with others.

At the Defence Automatic Data Processing Training Centre we have been working since 1969 to dispel the myth that ADP is a black art, and during the past year nearly 600 students, officers and senior NCOs from all three services, and civilian equivalent grades, have attended courses.

John Davies
(Commander R.N.)
Defence ADP Training Centre.

Is sex really important?

I was somewhat amused on reading a recent Defence Council Instruction about the introduction of a revised identity card, to learn that as well as "blood group" (a good idea) it is also going to state whether we are male or female.

Is the photograph, name, etc., no longer sufficient to indicate the sex of the individual? Surely nowadays we are led to believe that there is no importance to be attached to the fact that one is male or female. One is merely a person. Is there any explanation?

Glasgow.

C. M. Frey (Wren)

It is a sad state of affairs, but an indication of sex is sometimes wholly dependent upon the sight of well-filled trousers viewed from aft. For identity purposes, doubtless it should be enough that the "person's" face fits the picture. Who wants to be a "person" anyway? There's a lot going for the idea of males and females. — Editor.

■ Wrens' cabin class travel

Your footnote to the letter from "Paddy" (April issue) regarding "cabin class" travel for Wrens going to Northern Ireland; was just not good enough.

The discrimination in travel conditions in favour of Wrens is but one of a number which come to light from time to time, probably sanctioned by gallant

elderly officers living in the past. Instead of such blatantly unfair practices, why not have equality of treatment, and extend to men the same privileges as are accorded to women?

A. H. Moreton (Ex-R.N.R.)
Saltash, Cornwall.

■ The need to count the cost

I really think that my ship is taking cost consciousness too far, having told two schoolboys seeking cap tallies to get their parents to send a cheque or postal order for 26p to cover the cost.

However, a messdeck has shown its benevolence by making a collection and sending a ship's plaque to the first lad who asked for a tally.

BFPO (Ships)

P.O.

Jack's generosity is well known, and they will have made two lads happy. Where only one or two tallies are concerned, that is the image a sailor likes to have of his Navy. All the same, judging by the requests through Navy News, any hint of a free issue of tallies would bring bulging postbags. And who would pay? The position is much the same at this office, where the many tally-seekers have to be referred to naval tailors. — Editor.

■ Dog who liked his beer

Much has been published about dogs connected with the Royal Navy but so far there has been no mention of the one I consider to be the most famous — a Great Dane officially entered in naval records as AB Just Nuisance, whose acquaintance I made while I was serving in the cruiser H.M.S. Newcastle in 1942-3.

AB Just Nuisance made his headquarters at Simonstown Dockyard, where he would spend the day on board a ship of his choice (invariably the one

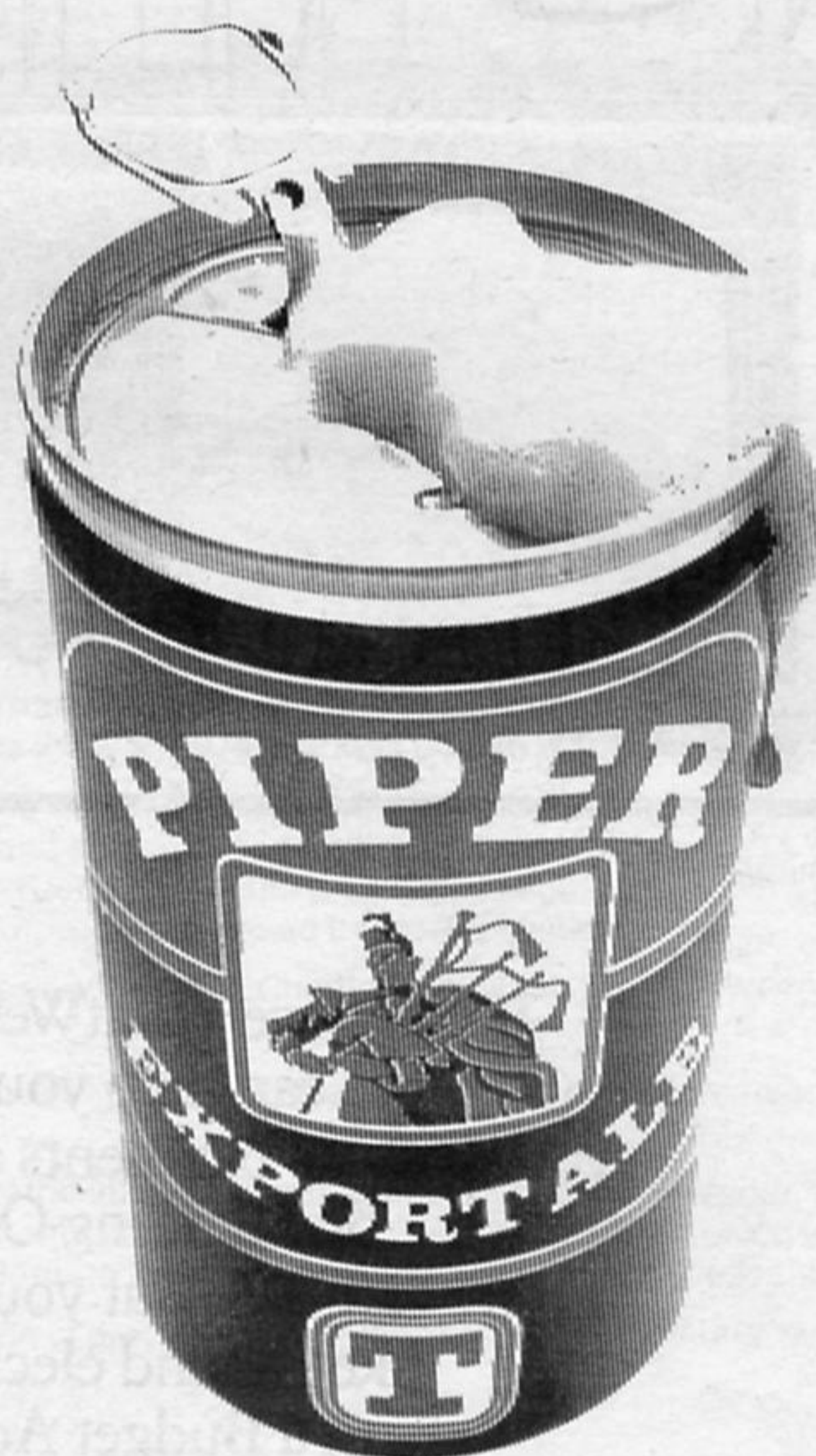
where he thought he would get a good dinner).

He also liked his beer and would spend each night in either the Union Jack or the White Ensign club.

When he died he was given a naval funeral. The Cape Argus published an article about him, and when I returned to the U.K. there was even a "spread" in the News of the World.

Does anyone else remember AB Just Nuisance?

Jack Kenny
(ex-chief electrician).
London, SW6.



T-time

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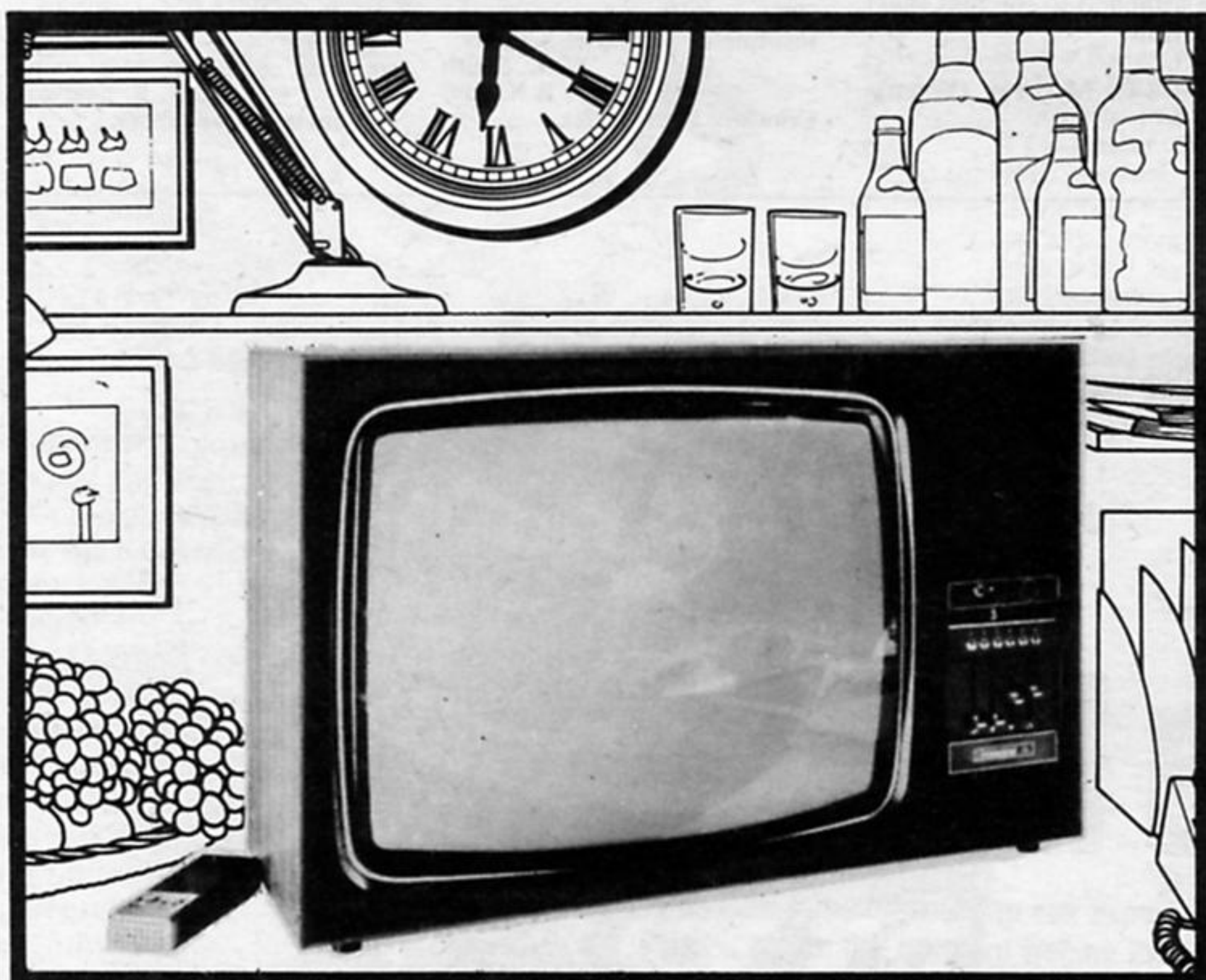
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 **NatWest**

Chiefs, cooks and 'bottle-washer'!



Chiefs, cooks and bottle-washers — these pictures have the lot! What links them is H.M.S. Newcastle, the Navy's newest ship. The cake produced by POKK Brian Tanner for the Type 42 guided missile destroyer's commissioning ceremony at Portsmouth was obviously a "baker's delight." Here Brian shows his masterpiece to B.B.C. newsman and commentator Richard Baker. The trio on the far left were also brought together by the commissioning.

They are a father and two sons, all serving and all chief petty officers. From left to right are CPOWTR Tony Izzard (H.M.S. Collingwood), father CPOA William Izzard (R.N. and R.M. Careers Office, Sheffield), and MEA(H)1 Michael Izzard, the Newcastle's shipwright. Our "bottle-washer" is WTR Graeme Cooper, pictured doing a spot of "man overboard" training with the giant bottle presented to the Newcastle by the brewers of the famous "broon" ale.



Bottle picture by Dennis Hutchinson, Sunday People; chiefs and cake by LA(Phot) Gordon Ford.

A visit to Antarctica with H.M.S. Endurance has given MAA Jim Scott a rare opportunity to widen his knowledge of his favourite subject — ornithology. During the deployment Jim's cabin has

often resembled an aviary. At the last count he had nursed 11 birds back to health, with ailments ranging from frozen tails to exhaustion. The bird Jim has befriended (see right) is a snow petrel.



E's D is the big star

Below — Engine room pin-ups in H.M.S. Endurance — tappets and all!



Nineteen good-looking fellers smile at the camera — but the real star of our picture below is the largest diesel in the Royal Navy.

The engine, in H.M.S. Endurance, is over 30ft. high. But the tappet clearance is only .008 inches — less than the average car!

Direct and reversible, it runs flat out at 170 revs., enabling the ice patrol ship to cruise at up to 13.5 knots.

Engineering officer Lieut. Phil Thompson

and his Antarctic stokers paused for the picture during the current deployment as the ship continued her surveying duties in the ice.

After working off the Trinity Peninsula — during which the ship took a long week-end off in the South Shetlands — the Endurance set sail for the Falklands, calling at Smith Island en route, to search for the converted tug En Avant, missing for three months.

DUMMY WIFE

When LACMN John Pooley and his ventriloquist's dummy Wilf, of "Sailor" fame, visited a primary school at Port Stanley to present some old charts to the children, they inevitably ended up by giving a command performance to the whole school!

Next item on the ship's agenda was to take the Governor of the Islands and his wife on a tour of the north coast of the Falklands.

This gave the ship's company a good chance to see more of the islands than usual, and to meet the inhabitants.

ONLY INHABITANTS

Helicopter aircrew Lieutenants Carl Beaman and Tony Murphy and Dr. Barnaby Green got stuck for a day on Sedge Island when thick fog rolled in just as they landed. The only inhabitants, a man and wife, had not been off the island for three years, so were glad of the company.

After returning the Governor's party to Port Stanley, the Endurance sailed to Montevideo for a two-day visit and to pick up the new Falkland Islands Royal Marines Detachment.

Off to Arctic peaks

Members of the R.N. & R.M. Mountaineering Club are planning to climb the spectacular rock peaks of Arctic Norway this summer.

The "Nordland Expedition" — with 24 members of all ages and abilities — is due to sail from the Clyde in the Fleet Tender Cawsand on June 26. They will be bound for Lodingen in the Lofoten Islands (68 degrees North) and are planning to return on August 7.

The expedition leader is Cdr. M. B. Thomas, of D.G. Ships, Bath. Others in the group include Cdr. J. G. Wemyss (RNO Greenock), Lieut. J. Stockdale (Collingwood), M. S. Pearce (SMA Portsmouth), D. H. Gegan (Hecla), S. McIntyre (Collingwood) and R. Waldo (Defiance), Lieut. A. B. Thomson, R.M. (CTCRM), Mr. B. H. Parker (BRNC Dartmouth), Sub-Lieut. A. G. Maunders (Mercury), Third Officer G. M. Throw, WRNS (Royal Arthur), CPO PT G. Russel (Collingwood), POREL E. Diggins (Blake), POREL A. D. Groves (Dolphin), AA2 D. A. Guest (Zulu), LA(PHOT) J. B. Almond (Neptune), REM N. J. Crabtree (Inskip), NA K. Arnold (Ambuscade), and MA S. K. Jackson (RNH Stonehouse).

Aurora's Arms

H.M.S. Aurora, Bradford's adopted warship, was presented with a replica of the Coat of Arms of the City of Bradford. The ship's liaison with Bradford dates to 1941, when the cruiser Aurora was adopted by the city.

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HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS . . .



Bunnies and buglers, good food and plenty of wine . . . What more could anyone ask? This was the scene at the KGFS dinner/dance as Mr. Eric Ross (hon. treasurer of the district committee) announced that eight girls from the Playboy Club, Southsea, were about to sell draw tickets. The 400 guests — including Capt. K. A. Snow, of A.S.W.E., who is seen (right) parting with a pound — purchased 1,750 tickets worth £350 in less than half an hour!

CASHIN' IN ON FASHION!

A dinner/dance and "fashion fantasia" organized by the Portsmouth, Gosport and District Committee of King George's Fund for Sailors in H.M.S. Nelson, Portsmouth, on Saturday April 8, raised £4,500 for the Fund which is the "nerve centre" for more than 100 Royal Navy, Merchant Navy, and fishermen's charities.

The event was attended by the Lord Mayor and Lady Mayoress of Portsmouth, the Mayor and Mayoress of Gosport, and many representatives of the district's

Blakes buzz the Fuzz!

The day before H.M.S. BLAKE set sail for a visit to Hull, teams representing the stokers, greengrocers, air, and supply departments left Portsmouth with the aim of walking to Hull — visiting as many police stations as possible on the way! The teams arrived before the ship and their efforts raised more than £400 to provide colour TV sets for the South Africa Lodge Children's Home at Waterlooville. The stokers "buzzed the most Fuzz" and won the contest, raising over £300 of the total.

Pictured (below) before leaving Portsmouth on their sponsored walk are Mo Morris, Sandy Powell, Wally Walthall, Steve Collinson, George Crone, Chets Harris, Van Westhuizen, Pusser Hill, NA Green, NA Foster, and Speedy Medhurst.

Picture: R. J. Glee



Close encounters of a fashion kind . . . The final scene in the fashion fantasia was "Evening wear out of this world," as this picture shows.

Pictures: LA(Phot) Danny du Feu.

'Remember King George's Fund'

Thinking charity? Then think King George's Fund for Sailors. This was one of the messages in Commodore P. I. F. Beeson's annual report to the Portsmouth, Gosport and District Committee of King George's Fund for Sailors. It was directed at members of the committee, of which he is the chairman, but it could well be heeded by any individual or group within the Royal Navy with money to spare from fund-raising activities, but with no particular charity in mind.

"Perhaps we should concentrate our energies to fund raising for our own charities rather than — good though they may be — to those which are completely unconnected with the Royal Navy or the seafaring community.

"It is indeed an inescapable fact that the Serviceman of today is going to be the ex-Serviceman of tomorrow, and he and his family are likely to spend a greater proportion of their lives outside, rather than within, the security of Royal Navy life."

Commodore Beeson told the meeting in H.M.S. Nelson on April 12 that in the 12 months under review the total raised was £15,297 — just £365 below the previous year's figure. He described this as "a truly remarkable achievement," especially as there had been no joint gala garden fete, which is normally a major source of income.

The annual Solent five-a-side-football competition in aid of King George's Fund for Sailors raised £200. The competition featured 48 Hampshire teams, with the finals played at H.M.S. DAEDALUS on April 2. The winners were Portsea Rotary Football Club

with H.M.S. Daedalus second.

A Grand National draw organized by the Wrens of H.M.S. COLLINGWOOD raised £133.90 for King George's Fund for Sailors and the WRNS Benevolent Trust Fund.



A day with the Royal Navy proved a memorable one for a party of diabetic children from the Portsmouth area. As guests of Rear-Admiral W. J. Graham, Flag Officer Portsmouth, and Mrs. Graham, the children were given a trip around Portsmouth Harbour in a launch, entertained at Spithead House, and then taken on board the guided missile destroyer H.M.S. SHEFFIELD.

When the nuclear submarine H.M.S. SWIFTSURE paid a visit to Liverpool, members of the ship's company and their wives called at Peterhouse School for autistic children, Southport, which the submarine has adopted. A cheque of £100 and a large selection of toys were presented to the school.

The junior ratings club of H.M.S. DRAKE, which has raised more than £250 in the past two years for the severely mentally handicapped children of St Blazey House, saw to it that each of the 26 children received an Easter Egg. Members of the club made the 80-mile round trip to deliver the eggs personally.

The residents of East Lancashire Home for Disabled Sailors, Soldiers and Airmen, Broughton House, Manchester, enjoyed a musical treat when the BAND OF THE ROYAL MARINES, Plymouth, played for them during a Flag visit to the city.

civic and commercial life. Guests were received by Admiral Sir David Williams (Commander-in-Chief Naval Home Command) and Lady Williams, who has been nominated by her husband as president of the Fund's district committee.

The fashion fantasia — or "Beeson's Extravaganza" as the C-in-C. described it, in tribute to the organizer, Commodore P. I. F. Beeson, Commodore of H.M.S. Nelson and chairman of the district committee — was sponsored by Landports, of Portsmouth, and the show was performed by models of the Anne Scott Agency, of Fareham.

The children from Lordship Lane Home for the mentally handicapped, East Dulwich, have not forgotten the firefighters from H.M.S. COLLINGWOOD who protected the area during the firemen's strike. To express their thanks they painted a picture which was presented to the establishment during a visit to Collingwood.

H.M.S. MERCURY firefighters who provided an emergency service in the city of Chester, also have mementos of the strike. The chairman of Cheshire County Council visited the establishment and presented specially designed T-shirts to the sailors who manned the Green Goddesses in Chester.

More Helping Hands in Page 32



Picture: LA(Phot) B. Godfrey.

We've heard of putting your nose to the grindstone, but this is ridiculous! These apprentices from H.M.S. CALEDONIA couldn't resist the temptation when they found this sign at Crathes Castle, near Aberdeen, where they were involved in a ten-day project to convert an old stable in the castle grounds into an accommodation centre for the youth organizations working on National Trust for Scotland properties.

Their task involved ripping out rotten loft floorboards, renewing beams, making and fitting a new staircase, and preparing a concrete foundation for toilet and shower. The work is to be completed in five phases, with apprentices working under the guidance of Caledonia staff.



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Navy News

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Business manager: Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

TWO PAGES FOR FAMILIES

No waiting at Rooke

There was no waiting list for officers' married quarters at H.M.S. Rooke last month. Other information was: Senior rates, ten weeks; junior rates, ten weeks; ratings' caravans, 3-5 weeks.

Britannia sports

The Royal Yacht sports day is back on the starting blocks after a lapse of several years. It will be held on the upper lawn

at Whale Island on Tuesday, June 6, starting at 2.30 p.m.

Programme includes family sports and amusements, and ex-Royal Yachtsmen and their families are welcome. Applications to attend should be sent to the Sports Officer, H.M. Yacht Britannia, B.F.P.O. Ships, London.

Girls get call up

Girls aged from nine to 15 on Portsea Island can now join up! A female counterpart of the Volunteer Boy Cadet Corps at H.M.S. Nelson has been started.

Girls keen to join the Nelson detachment should supply their names and addresses to the Sailors and Families Advice Bureau in Nelson (telephone Portsmouth 22351, extension 24152).

Captain General at Stonehouse

Members of the Royal Marines and their wives were presented to the Duke of Edinburgh when he attended an Other ranks reception in the Bandroom at R.M. Barracks, Stonehouse.

The reception was held during the Duke's visit to the Royal Marines in the Plymouth area. This is his 25th year as Captain General of the Royal Marines. He watched displays by the Special Boat Section and 1 Raiding Squadron R.M. at Royal William Yard, and later visited 42 Commando at Bickleigh.

The Captain General also watched a demonstration of military skills at the

Commando Training Centre, and had a close look at the Lynx helicopter, and various anti-tank and air defence weapons.

During the Other ranks reception he was presented with an infantry pattern sword, the silver basket of which was engraved with the Globe and Laurel and his cypher.

The Duke later dined with officers in the Commando Forces Officers Mess and announced the introduction of the Prince's Badge, to be awarded annually to the best musician to pass out of training. This year also marks the 75th anniversary of the Royal Marines Band service.

Admirals' 'inspections'



Admirals' "inspections" was the order of the day when these photographs were taken at Rowner and Portland. On the left, the First Sea Lord, Admiral Sir Terence Lewin, is seen during his visit to the play centre for naval children at Rowner.

Helped by Mrs. Chris Boden, young Andrew Dearman shows the Admiral a painting done at the centre. Dean Lilley concentrates on his apron.

Commander-in-Chief Naval Home Command, Admiral Sir David Williams,

paused for a chat with two naval wives when he dropped in on the Kimberlin Naafi shop during his visit to Portland. Mrs. Joanne Faraway, with baby Elizabeth, and Mrs. Theresa Padgett, both live in Portland married quarters.

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Northampton.....	£5.20	Newport.....	£5.45
Reading.....	£3.10	Bristol.....	£4.20
Liverpool.....	£9.25	Bath.....	£3.85
Birkenhead.....	£8.95	Salisbury.....	£2.30
Chester.....	£8.60	Cirencester.....	£4.20
Manchester.....	£8.05	Swindon.....	£3.85
Warrington.....	£9.50	Marlborough.....	£3.50
Newcastle under Lyme.....	£6.90	London (Portsmouth).....	£3.50
Stafford.....	£6.65	London (Gosport).....	£3.50
Wolverhampton.....	£6.10	Hull.....	£9.25
Birmingham.....	£5.75		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call

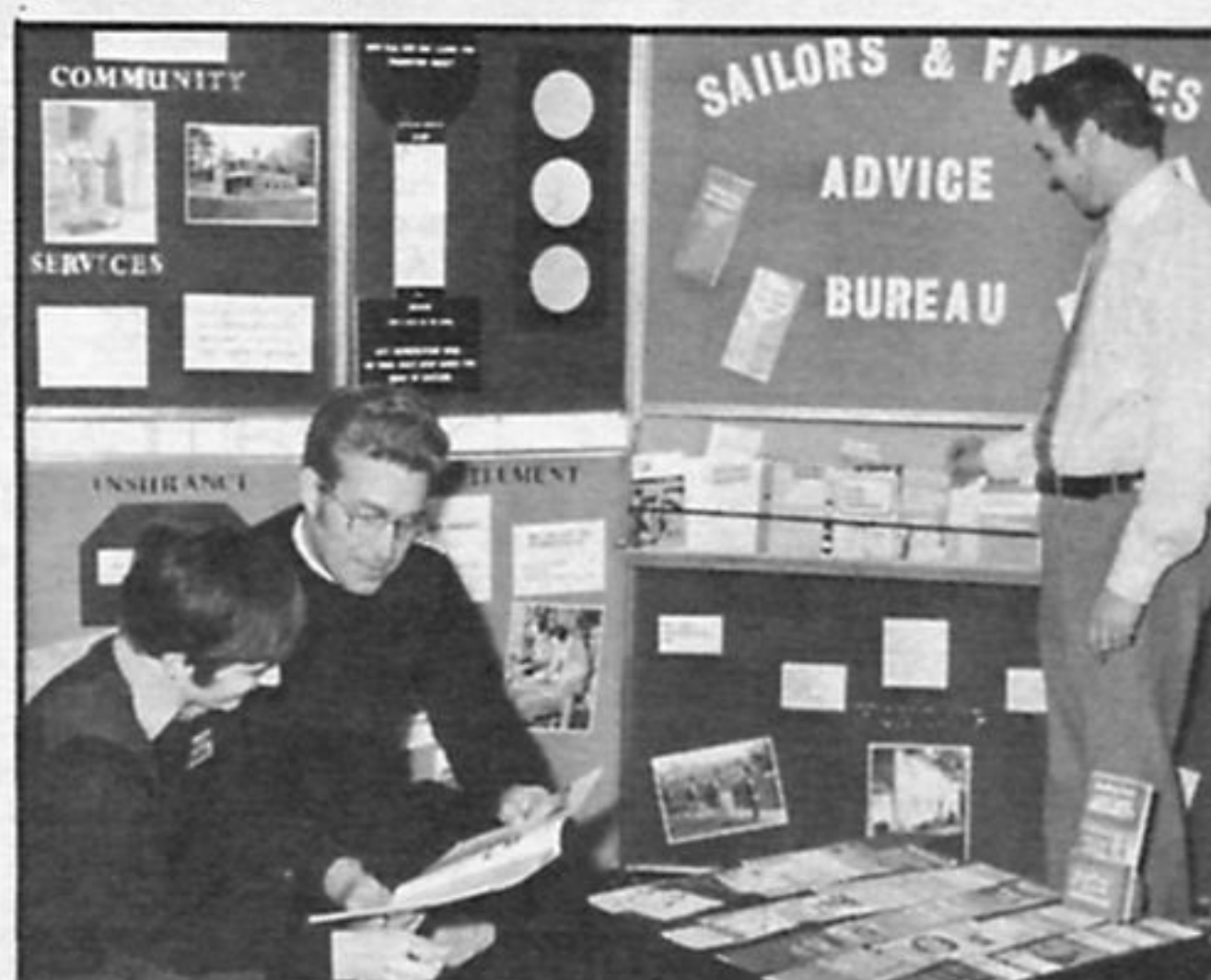
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SAFAB's been a busy baby

H.M.S. Pembroke's Sailors' and Families' Advice Bureau has had a busy first year. Since it opened its doors on April 1 last year the questions and problems have poured in — nearly 1,500 separate queries so far.

The most absorbing challenge for the staff was to help and advise a junior rating to pursue a claim

for compensation following an assault made on him by a civilian in Scotland.



CPOMA David Watson (centre) deals with a caller's inquiry in the SAFAB office in H.M.S. Pembroke. COEL Cliff Sawdon (right) renews stocks of information leaflets.
(Picture: PO(A) Roger Smart.)

The SAFAB staff spent three months helping the rating to arrange legal aid advice and investigations by the Criminal Injuries Compensation Board, and in correspondence with lawyers in Scotland.

Aim of Pembroke's SAFAB staff has been to provide a full-time service in their office in Anson Block, and to get out and around the port area.

Regular visits have been made to wives' clubs on the main married quarters estates, and a stall has been manned at the quarterly coffee mornings.

The sailors are not forgotten, either. Visits have been made to establishments in Flag Officer Medway's area, and talks given to ships' companies.

A fund of knowledge about local events and facilities in the Medway Towns has been gathered, so anyone drafted to the Chatham area might profitably make a call to SAFAB. The telephone numbers are: Medway (0634) 409264, or Chatham Naval Base extension 4100.

Help idea could work

In January you published a letter from a naval wife who had hurt her back but did not wish to have her husband returned from sea.

However, she did suggest that the Navy should have an organization which would move into her home to look after her and her family while she was incapacitated.

The Naval Wives' Information Service does try to help, and many of its helpers have voluntarily assisted wives in such circumstances, including your correspondent.

With a sufficient number of willing helpers it might be possible for the NWIS to follow up her suggestion, provided the helpers were reimbursed by those being helped for out-of-pocket expenses.

If any naval wife would be willing to volunteer for such a service in the Portsmouth area, would she please contact the NWIS by telephoning Portsmouth 20025, or by calling at the office in Swiftsure Block, H.M.S. Nelson.

Mrs. Ina Stoner,
Secretary, NWIS.



RSM WO1 W. Neilson makes introductions during the Other Ranks' reception for the Duke of Edinburgh at Stonehouse. From right to left are the Captain General, RSM Neilson, Mrs. Neilson, Mrs. M. H. J. Ruff, Colour Sgt. Ray Smith and his wife, Mrs. Sally Smith.

Picture: PO(Phot) John Farrow.

DON'T MISS THE ACTION!

If you don't want to miss the action, get there on time! That is the message from the field gunners to anyone attending this year's Royal Tournament at Earls Court from July 12 to 29.

The Royal Navy inter-port field gun competition is the first event on the programme, so anyone not in their seat before the lights go down will miss the

world's toughest trial of strength, skill, and split-second timing as two teams race against the clock to manhandle field guns over walls and across ravines.

London's greatest military entertainment also includes performances by the R.M. Display Team and the R.N. and R.M. static displays.

The Royals will be seen in action with their heart-stopping "Death Slide" display.

Other highlights of the Royal Tournament include the Massed Bands of the Infantry, and the Aerobats — the Royal Air Force gymnastic team.

Here are the details of the R.N. field gun runs at Earls Court. A = Air Command,

D = Devonport, P = Portsmouth. The first-named team of each pair runs on the Royal side of the arena.

July	Afternoon	Evening
12	A v D	P v A
13	D v P	A v D
14	P v A	D v P
Competition starts		
15	D v A	A v P
17	No perf.	P v A
18	D v P	D v A
19	P v A	P v D
20	A v D	A v P
21	P v D	D v A
22	A v P	P v D
24	No perf.	D v P
25	A v D	P v A
26	D v P	A v D
27	P v A	D v P
28	A v D	P v A
29	D v P	A v D

Thanks for the thanks

It's nice to hear that our efforts are appreciated. Mrs. Lesley Brimley has written to Navy News to say how pleased she was to see H.M.S. Amazon on our February, March and April front pages.

"While the letters home mean so much to wives, the pictures and articles in Navy News are of great interest to the children when Daddy is away," writes Mrs. Brimley, of Farlington, Portsmouth.

Ladysmith relived



Portsmouth Field Gun Crew went before the cameras on Eastney Beach to relive for B.B.C. Television the famous landing which led to the relief of Ladysmith during the Boer War. The Ladysmith landing is one of the most celebrated in history, and was a major inspiration for the present-day field gun competitions which started in the early 1900s.

In charge of this year's Portsmouth crew is Lieut. Peter Forster. First and second trainers are CPOPTI Derrick Cousins and PO(M) Pete Scott.

B.B.C. 2 are also making a 50-minute television documentary on all aspects of field gun competition, from recruiting, through training, to the exciting final at Earls Court.

Picture: LA(Phot) Tom Suddes.

The Royal Tournament

EARLS COURT LONDON JULY 12TH - 29TH



The Royal Tournament is one of London's longest-running shows. For over ninety years this famous military tattoo has been thrilling the public with its special blend of colour, pageantry and seat-edge excitement.

The Massed Bands of the Infantry will be there and so will all the popular family favourites... The Royal Navy Field Gun Competition... The Household Cavalry with their horses... The Royal Air Force physical training display... and many other spectacular acts. From overseas we welcome the Band, Pipes, Drums and Dancers of the Royal Hong Kong Police.

There are two performances daily 2.30 pm and 7.30 pm. No Sunday performances and no Monday matinees. Seat Prices: £4.90, £3.90, £2.80, £2.00, £1.50.

Afternoons, Tuesday, Wednesday, Thursday and Friday £4.90, £3.20, £2.40, £1.80, £1.30.

There are concessional rates for parties of 10 or more for all seats except £4.90. (Bookings to be made before 5th July, full details from the Box Office. Telephone 01-371 8141.

For tickets please complete the coupon below.

To the Box Office Manager, The Royal Tournament, Earls Court Exhibition Building, London SW5 9TA.

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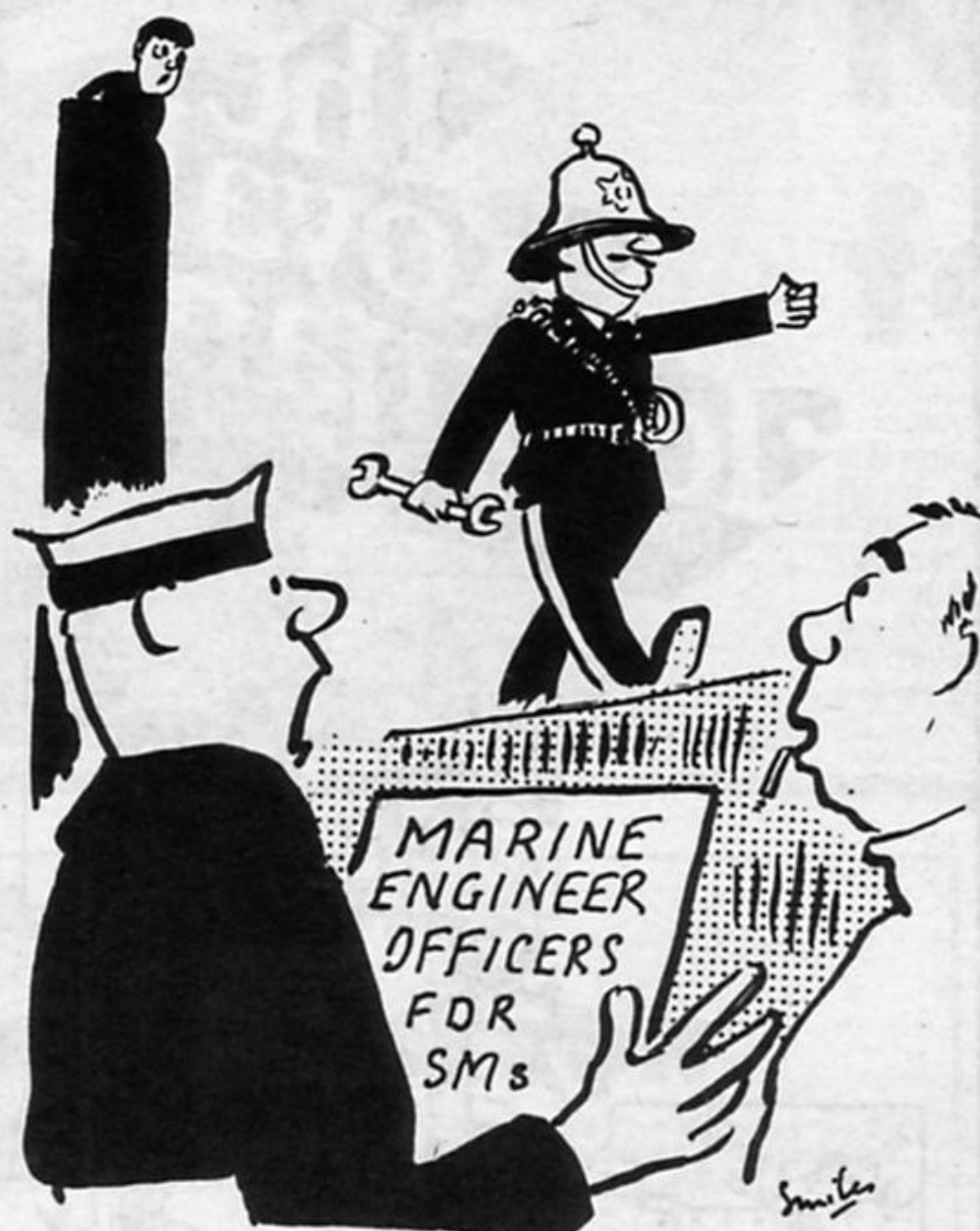
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GET WISE ON DCIs



The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.



Submarine to have

Submarine officers are to have some change of responsibilities following the Admiralty Board decisions on the Engineering Branch.

The Executive Officer will continue to be second-in-command, responsible for the general organization of the vessel. He will head the operations department, and co-ordinate the programmes of all departments to meet the submarine's objectives. He will also co-ordinate tactical advice.

The Marine Engineer Officer (MEO) will be the head of the new electro-mechanical ME department.

There will no longer be a Senior Engineer Officer (SEO) with a co-ordinating role since the need for this post only arose in the context of the nuclear propulsion plant where two separate heads of department have been responsible for electrical and mechanical aspects of the systems.

In nuclear submarines the ME officer appointments will be filled by either MESM officers, WESM officers who are nuclear trained and who transfer

to the ME sub-branch, or in the interim by WESM nuclear trained officers who are appointed to ME posts.

The MEO will be responsible for all aspects of propulsion and ship systems, including electrical power generation and distribution.

In the ME department of each nuclear submarine crew, there will be, at least, either one nuclear-trained WESM officer (or transferred officer) or one MESM officer electro-mechanically trained under the new scheme of initial training.

WE ratings who operate and maintain submarine propulsion systems will continue to be so employed, but they will work for the MEO. The opportunities open to WE officers and ratings to transfer to the ME sub-branch are in DCIs RN 159/78 and 160/78, respectively.

The nuclear submarine Engineer Officer of the Watch (EOOW) duties will be carried out by ME officers (including WE transferees).

Eventually, FCPOs may move from the Nuclear Chief of the Watch (NCOW) watchkeeping union to the EOOW union (when suitably qualified), but this element of the new organization cannot be implemented until there are enough NCOWs to

☆ Firemen's loss

Sailors detailed for fire-fighting duties to replace men on strike included some whose advancement was adversely affected by loss of required sea time and the upsetting of examination arrangements. These factors could also affect the qualifying time for a higher rate of pay.

However, in January the Ministry of Defence issued instructions for safeguarding adjustments to be made, and details are now announced of special reports to be recorded to ensure no one suffers from his

spell of civilian work in the national interest.

DCI (RN) 165

☆ Dory pools

Although a few specified ships are to retain for the time being their 4m dories, most of them are to be returned. Small pools will be established at Portsmouth and Devonport from which dories can be drawn should a ship's employment be considered to justify their carriage.

The 4m dory was originally introduced as an interim boat

pending improvement to the Gemini.

DCI (RN) 175

☆ Lifejackets

Hazardous duty lifejackets are in future to be issued only to men working in actual hazardous positions (for example — RAS dump areas, flight deck working parties, sweep deck personnel, buoy jumpers, and submarine casing parties).

A previous statement implied that all personnel on the upper deck were at risk, and therefore needed a hazardous duty life-

jacket, but the policy has been found to be costly and unnecessary, bearing in mind that a general service lifejacket is already available to each person.

Under the new scales, frigates, for instance, will have their allowance of hazardous duty lifejackets halved. Future issues will only be of the automatic type.

The policy to use the general service lifejacket Mk 3 only in an abandon-ship situation is no longer valid. The Mk 1, 2, and 3 types will continue to be issued as an individual loan item for general upper deck use.

To avoid lifejackets being

defaced with indiscriminate graffiti and identification markings, new issues will have a name pocket on the pouch closure flap.

Anyone marking a lifejacket in a non-regulation fashion "will be subject to a cash charge."

DCI (RN) 176

☆ Kit money

Kit Upkeep Allowances are to be increased as from April 1, 1978. New issuing prices are to be brought into force not later than May 1, 1978.

DCI (RN) 185

☆ Royal Red Cross

The Queen has approved changes in the conditions of award of the Royal Red Cross to extend eligibility to male nursing personnel of the three Services.

DCI (RN) J 224

☆ Commutation

Revised arrangements are announced for the commutation of armed forces pensions, the effect on the Royal Navy having been explained in an article in the April issue of Navy News.

DCI (RN) J 226

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CARRY YOUR CREST

officers new roles

allow chief artificers to take the place of the fleet chief artificers in the NCOW union, and still retain satisfactory sea-shore ratios. This is unlikely to be before the mid-1980s.

A single WE department encompassing all weapon systems will be introduced in all submarines.

The department will consist of those WE personnel who operate or maintain weapon systems, and those seaman officers and ratings who are employed in tactical weapon handling and in the Polaris weapon systems, while they are carrying out these duties.

The Weapon Engineer Officer (WEO) will be the head of the WE department, and be responsible for the material performance, availability, maintenance, safety, security, and custody of all weapons (including small arms) and weapon systems including sensors, communications, navigation, and AIO, and (in SSBNs) the polaris weapon system.

He will be responsible for the efficient operation of the tactical weapon handling equipment and polaris weapon systems, and the custody and

handling of explosives.

Seaman officers will continue to be responsible to the executive officer for the efficient operation of weapon systems (except for tactical weapon handling and the polaris systems) and the tactical advice on their use.

Alterations to Queens Regulations will be issued as separate submarine sections of the chapters concerned with the duties of officers. Implementation of these changes will take place submarine by submarine in a controlled manner.

Flag Officer Submarines will inform each submarine and its parent squadron well in advance of implementation date so that new schemes of complement can be issued and other administrative changes completed in time.

An appointing plan will be produced to ensure smooth and orderly transfer of officers' responsibilities.

The appointing to submarines of engineer officers with the right training, background and experience will be the main factor determining the rate of implementation.

DCI (RN) 170

☆ NAMET rule

Candidates on WE mechanician rosters will have their names removed if they fail to qualify academically (NAMET 3:3) within two years.

At present, the roster contains the names of a large number of ratings selected as mechanician candidates, but not qualified NAMET 3:3, and therefore not eligible for draft to one of the qualifying courses.

A continuing shortage in all three categories for WE artificers — mechanicians emphasizes the need to improve current WE mechanician extraction rate, and to encourage those already selected to become fully qualified.

Selection of fully qualified ratings for mechanician courses will be taken from the rosters in date order and according to drafting availability.

DCI (RN) 191

☆ Card pouch

A new identity card for the Royal Navy will be laminated in a pre-cut plastic pouch, and bear a photograph of the holder. It may take up to a year to replace all existing cards.

DCI (RN) 204

☆ Farmer Jack

If it be true that under the belt of many a sailor is a country lad longing to get out, there should be a ready response to the MOD-sponsored four-week pre-release course entitled "Aspects of Farming."

The courses will take place once a year, the first from July 3 to 28, 1978. They are open to all officers and ratings eligible for resettlement training.

Another new course, lasting six weeks, is entitled "Employee Relations (Personnel) Manager" and has special significance in view of the wealth of recent industrial legislation.

Officers and fleet chiefs may apply, but exceptionally well qualified senior rates may be accepted.

DCI (RN) 193 and 194



Brake put on CA transfer advancement

☆ Despatches

A Mention in Despatches has been awarded to Lieut. Adrian Piska, RN, Capt. David G. Sayers, RM, and Cpl. John W. Nicholson, RM, for distinguished service in Northern Ireland.

DCI (RN) 231

☆ Photos Inc.

Agreement has been reached between the Ministry of Defence (Navy) and the Institute of Incorporated Photographers for the recognition of certain Service training and experience.

DCI (RN) 232

☆ Extinguished

Warning is given about returning CO2 fire extinguisher cylinders to store in an unsafe condition. Even when empty an extinguisher can remain dangerous if accidentally operated, due to re-generation of gas occurring under warm conditions.

DCI (RN) 233

☆ Inventor awards

Approval has been given to the following recommendations by the Committee on Awards to Inventors—

Lieut.-Cdr. C. N. G. LaHive and Lieut. A. G. Kennedy (£3,000), RMech C. Gowley (£250), AA2 M. J. Lamb and CAA D. J. Garrett (£250), FCMEA(P) W. T. Prout (£200), FCRS(W) R. C. Sanders (£200), Lieut.-Cdr. J. A. Wilson (£100), ELMN(A)1 W. Parkin and EA(A)1 A. Bartlett (£80), AA1(AE) A. G. Bridgland (£75), CPO J. Howieson (£40), POCEL K. Marland (£40), CCEA P. M. Phillips and CEA(L)1 J. R. Hodge (£30), CPO(D) C. A. Peters (£30), Sgt. J. J. Bell RM and Mr. B. Close (£20), and LAM P. R. Coppins (£10).

☆ 67p nest egg

H.M.S. Kingfisher's assistance to MFV Success II on July 4, 1976, has resulted in a salvage award which is now ready for distribution. The value of each share is 67p.

DCI (RN) 210

A touch of the brakes is being applied to the advancement of able rates and leading hands who transfer to the Catering Accountant category.

The category is building up well, and "in some respects quicker than expected." Revised advancement rules have therefore been introduced to ensure fairness in relation to those already in the category, and to further comparability of advancement for non-technicians.

Ratings who volunteered for transfer from other categories under existing regulations (and still awaiting acceptance) will be invited to confirm whether they still wish to change.

Where ratings have already been accepted for transfer, the existing rules apply.

With the expansion of the Catering category, the requirement for transfers is reducing.

After April 1, 1978, applications for transfer at petty officer level will only be considered from cook and steward categories. The avenue of transfer to LCA for ratings from the Stores Accountant category is likely to close towards the end of 1978.

DCI (RN) 167

☆ Approved list

An official statement lists the names and addresses of firms who have been approved for the supply of uniforms.

DCI (RN) 212

☆ Pension rate

Service personnel on pensionable engagements are "contracted out" of additional National Insurance contributions which are payable to secure earnings-related pensions. People on non-pensionable engagements will have to pay the additional amount when their income makes them liable.

All contributions for Service personnel are at a lower rate than those payable by civilians, in recognition of the restricted benefits available to serving members.

New legislation, namely the Social Security Pensions Act 1975, came into effect on April 6, 1978.

DCI (RN) J 22

☆ Careers info

Chief petty officers and fleet chiefs contemplating entry into the R.N. and R.M. Careers Information Service should study the latest announcements on the conditions.

DCI (RN) 192

☆ New address

"Tar Jack D123456 AB" is to vanish from the Royal Navy, the Admiralty having decided to remove the distinction between wardroom and lower deck in the style of address.

In future, our sailor will be described in general correspondence and on returns as AB Jack Tar

followed by decorations and service number.

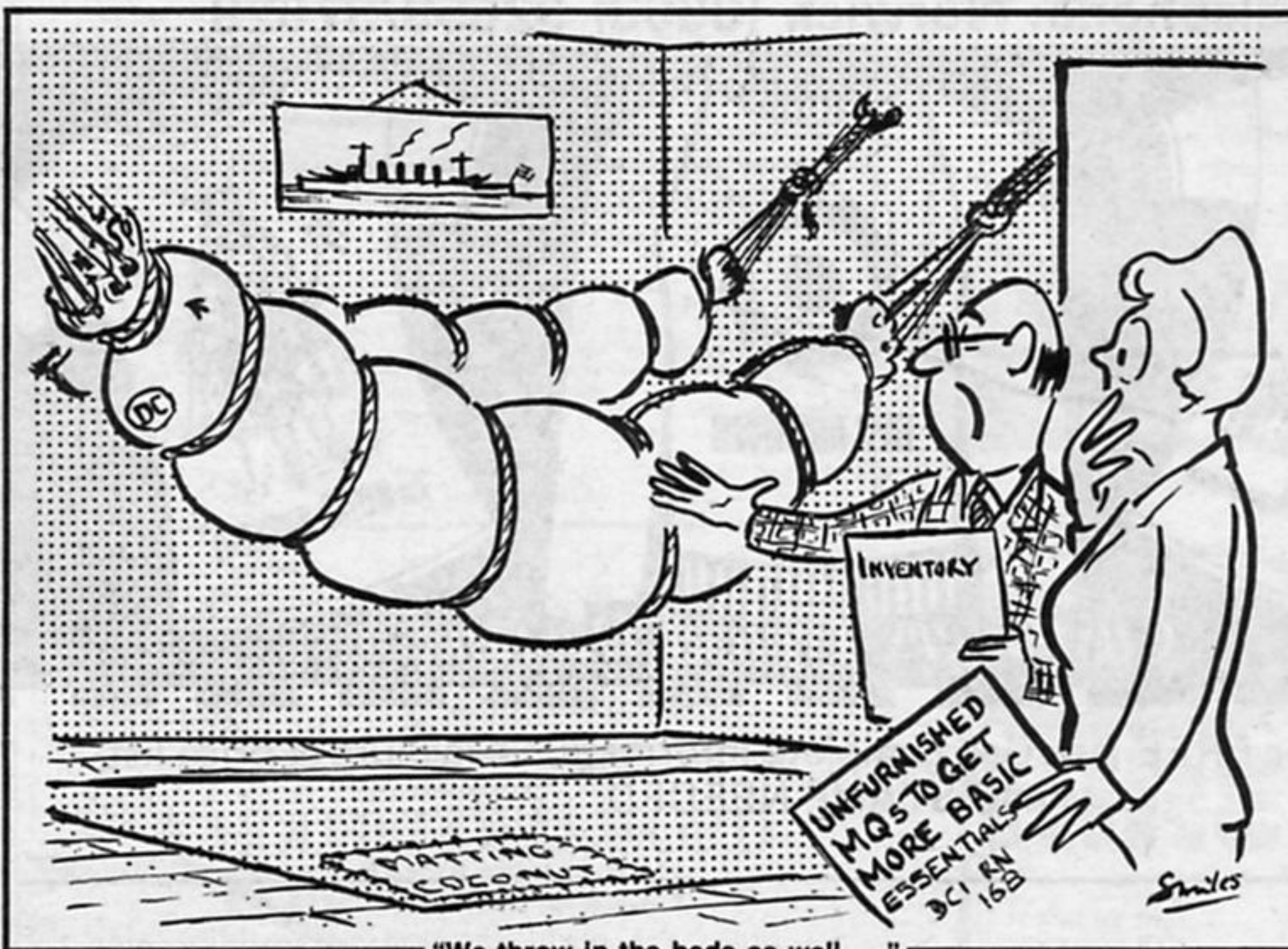
This is similar to the form of address for an officer, except that an officer's service number is not usually included.

DCI (RN) 208

☆ History prize

Lieut.-Cdr. T. D. Shortland-Ball was awarded a prize and certificate of merit in the Naval History Prize 1977 competition. The title of this year's contest is "Sir Francis Drake; a study of his character as a man and as a commander."

DCI (RN) 189 and 190



"Unfurnished" married quarters in the Army and Royal Air Force include carpets and curtains, in addition to cooking facilities, whereas the Royal Navy has until now been on a bare-board basis.

The R.N., "after careful study of the long-term interests of naval families," has come to the conclusion that the carpets-and-curtains idea is a better one, especially where a succession of unfurnished quarters is involved.

However, the Army and R.A.F. have been paying marginally higher unfurnished rents to take into account the extra furnishings. The Navy is to be brought into line.

According to current rates, increases are likely to range from 3p a day for ratings to 9p for officers, but the new charges will not be levied until April 1, 1979.

DCI (RN) 168

Big brother to the rescue



Big brother swoops to the rescue at the remote Sker-rymore Light, 40 miles off the west coast of Scotland. The Sea King helicopter from 819 Naval Air Squadron at H.M.S. Gannet became involved when this small civilian helicopter landed at the lighthouse helipad with relief keepers, and promptly got damaged when a large wave broke over the pad.

The damaged helicopter had to be recovered quickly before rising tide and strong winds swept it away.

The Sea King lifted it to the island of Tiree, 20 miles away, and completed the change-over of lighthouse keepers before returning to Prestwick.

New rig is now ready

The 1977 announcement introducing the made-to-measure modernized square rig indicated that ready-made garments in diagonal serge would be available during the first half of 1978, to replace "rough" serge No. 2 suits of present pattern.

Notification is now given of the availability of ready-made garments from April 1, 1978. The new style jumpers and trousers will be available separately. First deliveries are sufficient for new entrants, with general issues being made progressively from April 1, 1978.

New entrants will get their made-to-measure No.1 suit on completion of training. Serving ratings (except Royal Yachtsmen) are to provide themselves with modernized square rig from kit upkeep allowance as replacements become necessary.

However, all ratings dressed as seamen are to have the new No.1 suit by December 31, 1979, and the new No.2 suit by June 30, 1982.

DCI (RN) 169

☆ Duke's parade

To celebrate the birthday of the Duke of Edinburgh, and to mark the 25th anniversary of his appointment as Captain General Royal Marines, the massed bands of the Royal Marines will Beat Retreat on Horse Guards Parade at 6.30 p.m. on May 30 and 31, and on June 1. The Duke will take the salute on June 1.

The occasion also commemorates the 75th anniversary of the R.M. Band Service.

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SPYING: ALL IS REVEALED

Queen Elizabeth the First had a super-spy named Sir Francis Walsingham who, in good time before the arrival of the Spanish Armada, was able to provide his sovereign with purloined reports from the Grand Admiral of the Spanish Navy. England thus had all the information needed on the strength of naval forces being ranged against her.

How the profession of espionage grew is told in "The Silent War — a History of Western Naval Intelligence," by Richard Deacon, published by David and Charles.

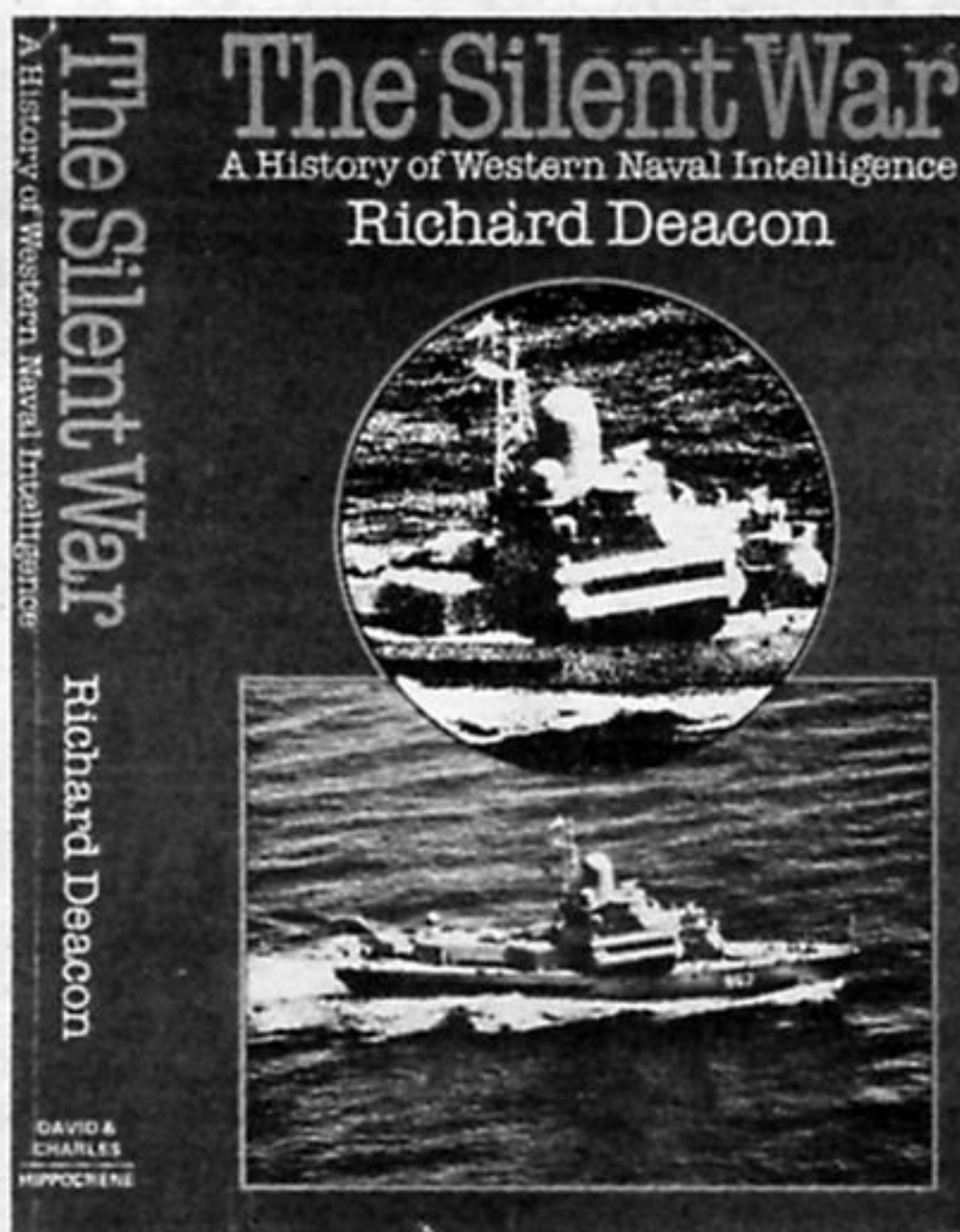
Although the technical wonders of coding machines gave a Jules Verne touch to the cloak-and-dagger of the Second World War, organized spying through a network of agents had indeed changed little since Walsingham's secret service.

Even the double-cross (or the double-double-cross) so artfully played in the World Wars may be kids' stuff if the full story became known of America's revered Benjamin Franklin in the years leading to American Independence.

Mr. Deacon even wonders if Franklin was a secret British agent — "shocking though it may sound" — and goes on to delve into evidence of the Presbyterian moralist's membership of the notorious and permissive Hell-Fire Club, founded by a one-time Chancellor of the Exchequer in Britain.

There is so much that is naive about spying that no one should ever laugh at the idea of beautiful Mata Hari and her long cigarette holder. One of the amusing tales recalled by Mr. Deacon is of the First World War German spy Steinhauer. He employed in Scotland one Dr. Armgaard Graves, who was so obvious and talkative that he was introduced into a club as "my very good friend, the German spy."

Just before the Kaiser's war began, Germany was desperately anxious to know whether the R.N.'s biggest battleship could anchor at Scapa Flow. Steinhauer claims that, despite the security at the anchorage, he went fishing there with a Scottish angler and took soundings with a piece of knotted string.



Through childish amateurism, and via mistresses and the inventive genius of scientists, the author has pieced together a readable tale.

As for the future, it is fasci-

nating to speculate on how ladies will practise their seductions while unglamorously attired in a space suit aboard a spying satellite. Nature, no doubt, will come to the aid of calculating affection.

ABOUT BOOKS

Big shots of the U.S. Fleet

Battleships, the lions of maritime warfare, suddenly became vulnerable at the height of their power, suffering grievous war losses until their claws were sharpened.

The Japanese attack on Pearl Harbour showed the devastating capability of the aeroplane in assault, and the British loss of the Prince of Wales and Repulse rubbed salt in the wound. Even the laughably-ancient "stringbag" Swordfish of the Fleet Air Arm struck the mortal blow at Germany's naval pride, the Bismarck.

How designers adapted to the new threat is strikingly portrayed in "Battleships of the U.S. Navy in World War II," a handsome book published by Seeley, Service and Co., Ltd. (price £9.95).

The large-format volume does justice to the scores of photographs and illustrations, showing in particular how the battle-wagon, after Pearl Harbour, emerged again bristling with anti-aircraft guns, which were emplaced on the bridge, on "flying platforms" around the funnels, and even on top of cut-down cage masts.

Thus equipped, the U.S. giants once again had the protection to cope with mass air attack, playing a vital role in wiping out Japanese naval strength. However, the missile was the last straw, bringing to an end the era of big-gun construction.

Author of the book is Stefan Terzibaschitsch, whose work was originally published in Germany. This is a revised English-language edition which by its coverage of old-to-new vessels is almost a complete history of the U.S. battleship.

Speedy 'op' for Antelope

A successful transatlantic "dash" by a team from Devonport Fleet Maintenance Group provided engine changes for a deployed Type 21 frigate just a week after they received the call: "Please can you help us?"

As soon as Lieut.-Cdr. Bob O'Sullivan, assistant to the Captain Fleet Maintenance at Devonport, heard that H.M.S. Antelope needed an immediate change of starboard gas turbines (Olympus and Tyne) in America, he set the operation in motion. Plans were made at R.A.F. Lyneham to embark the two engines, with spare stands and other support equipment.

By the afternoon of the following day the change team, led by Lieut. Geoff Shields, had overcome a minor visas problem and were on their way from Heathrow to Miami, where they were met by Lieut. N. Knox, who is based at Port Canaveral for liaison duties with the U.S. Navy.

Cdr. Trotter, serving on British Navy Staff, Washington, organized three mini-buses to take the team on the five-hour journey through the picturesque Everglades towards Port Canaveral, where the work was to be carried out.

The equipment arrived by VC 10, the Antelope came in, and the only outside support needed was a dockside crane.

TIME TO RELAX

The team worked in two sections during continuous rain and wind and, after the new engines were installed, the old ones were prepared for the return flight. When the Antelope carried out a successful basin trial she was pronounced fit for sea.

As the experienced team had completed the work before return flight time they were able to relax and absorb a little of the local atmosphere, including visits to Disneyland and the NASA Space Centre before heading back to Devonport.

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NN 5/78

CONWAY MARITIME NEW BOOKS

New Naval Titles

CAMERA AT SEA 1939-1945 edited by the staff of 'Warship' A remarkable collection of the very best photography of the war at sea - ships, weapons, equipment, personnel and action shots, many never before published. The photos are reproduced large for maximum detail, and the book includes 16 pages of full colour.

The captions were written by an international team of naval experts including David Brown, Aldo Fraccaroli, Jacques Mordal, Antony Preston, Alan Raven, John Roberts and Anthony Watts.

12 1/4" x 8", 192 pages, 274 photos (24 in full colour) Available June £12.00 (plus 75p post and packing)

WARSHIP VOLUME I edited by Antony Preston

The hard-backed annual volume of the first four issues of 'Warship'. Subjects covered range from the Lexington (CV-2) to the Kiev, from Italian battleships to Flower class corvettes, and from British destroyer appearance to German battleship armour schemes. Over 40 articles, 100 plans and diagrams and 200 photographs.

9 1/2" x 7 1/4", 260 pages, over 100 plans and line drawings, 200 photos.

Available April £9.50 (plus 50p post and packing)

WARSHIP 6 edited by Antony Preston

The latest issue of this popular quarterly journal devoted to the design, development and service history of combat ships. Articles include: British Type 15 'full conversions', cruiser electronics, USS California, Viribus Unitis class battleships, and further information on Tiger, Essex class carriers, and Tsushima. 72 pages, many plans, photos and tables.

Available April £2.25 per copy (including postage) or £9.00 for an annual subscription.

WARSHIP 'SPECIALS'

Available shortly, this new series is devoted to technical and historical aspects of warships. Written by acknowledged authorities, they are designed to provide the essential in-depth information and pictorial reference for all model-makers, wargamers and enthusiasts. The first two titles are *Battlecruisers* by John Campbell and *Super-Destroyers* edited by Antony Preston, which covers the big destroyer leaders of the Second World War.

Available July and September £2.50 (plus 30p post and packing)

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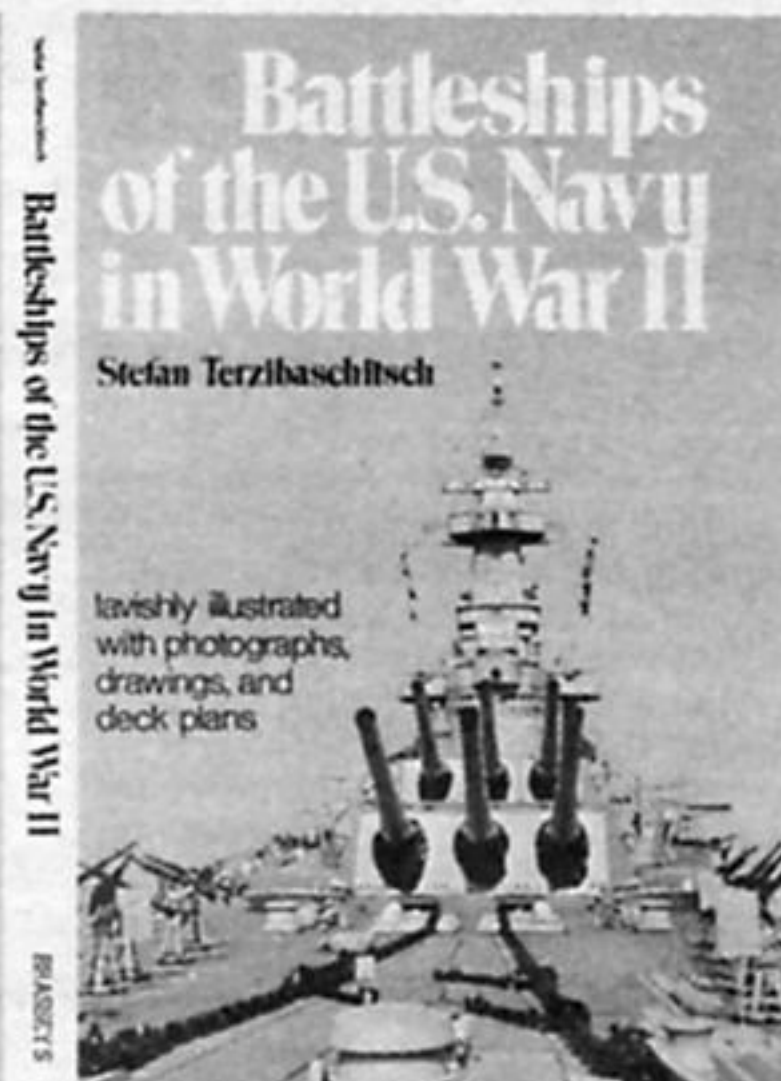
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In brief

Pompey's pubs and funfair (and not forgetting Aggie Weston's) probably figure prominently in matelot memories, but only a few generations ago Southsea had yet to be born from the green fields, windmills, and swamps of the rest of Portsmouth Island.

Personalities who created the resort are featured in "Southsea — Its Story," by William Curtis, published as a soft-back by Bay Tree Publishing Company Alresford, Hants (price £1.35).

★ ★ ★

A cartoon smile is regarded as one of the most effective safety encouragements, and the idea forms the basis for "Effective Mooring," published on behalf of Shell International Marine by the Marine Information Service, PERA, Melton Mowbray, Leicestershire, LE13 0PB (price £1.50 including postage).

The booklet gives advice on mooring and unmooring ships, and should be of help to all concerned with ship handling, especially in preparing for examinations. This is a revised second edition.

NEWSVIEW

All over bar the shouting

The Armed Forces pay announcement is made against a background of concern, much publicity, and some militancy which has shown itself in suggestions for a union or federation, and in wives' action groups.

However, before exploring the possibilities of a Forces Federation, there should be a clearer understanding of existing machinery and the way it works.

The Royal Navy and the other services have an assiduous and constant process for collecting and assessing opinion on all matters concerning pay, conditions, training and prospects.

Senior rates, senior officers, and civil servants form a permanent organization which considers changing regulations in the light of current circumstances and which detects rumbles, anomalies — or mistakes. The latter do happen, of course.

In the months leading to a pay review, intensified study takes place. Not only are the scales of pay looked at, but the whole complexity of allowances has to be examined during the same exercise.

Cases have to be made out for proposals which grind through the mill of tri-service agreement and Treasury acceptance.

RIGHT TO KNOW

Ranged alongside this set-up is the Armed Forces Pay Review Body, whose members hear what the Services have to say, and who have a mine of information at their disposal to arrive at comparisons with pay in industry, and to determine, for instance, how married quarter rentals should go up in accord with the level to which local authority charges have already been increased.

What sailors and their families have a right to know is whether the result is just and reasonable.

It is probably fair to assume that no method of garnering facts and comparisons would be any improvement on what is happening now.

At the point of tri-service negotiations, there is ground for believing that less "tidiness" and more flexibility could be an advantage where a problem is quite evidently applicable to one of the services.

This is not to say that single-service requirements are being ignored, but the arrangement has its limitations.

A general whittling down is inevitable during talks with the other services and with the Treasury, in the face of economic realities and blunt counter-arguments, but there is plenty of evidence that some very acceptable wheat emerges from the chaff.

'SHOP STEWARDS'

In fact, the basic "trade union" activity up to this point in the Navy does not seem to be much in question. Everyone in uniform is involved in the stakes, and admirals have been heard to refer to themselves as "shop stewards."

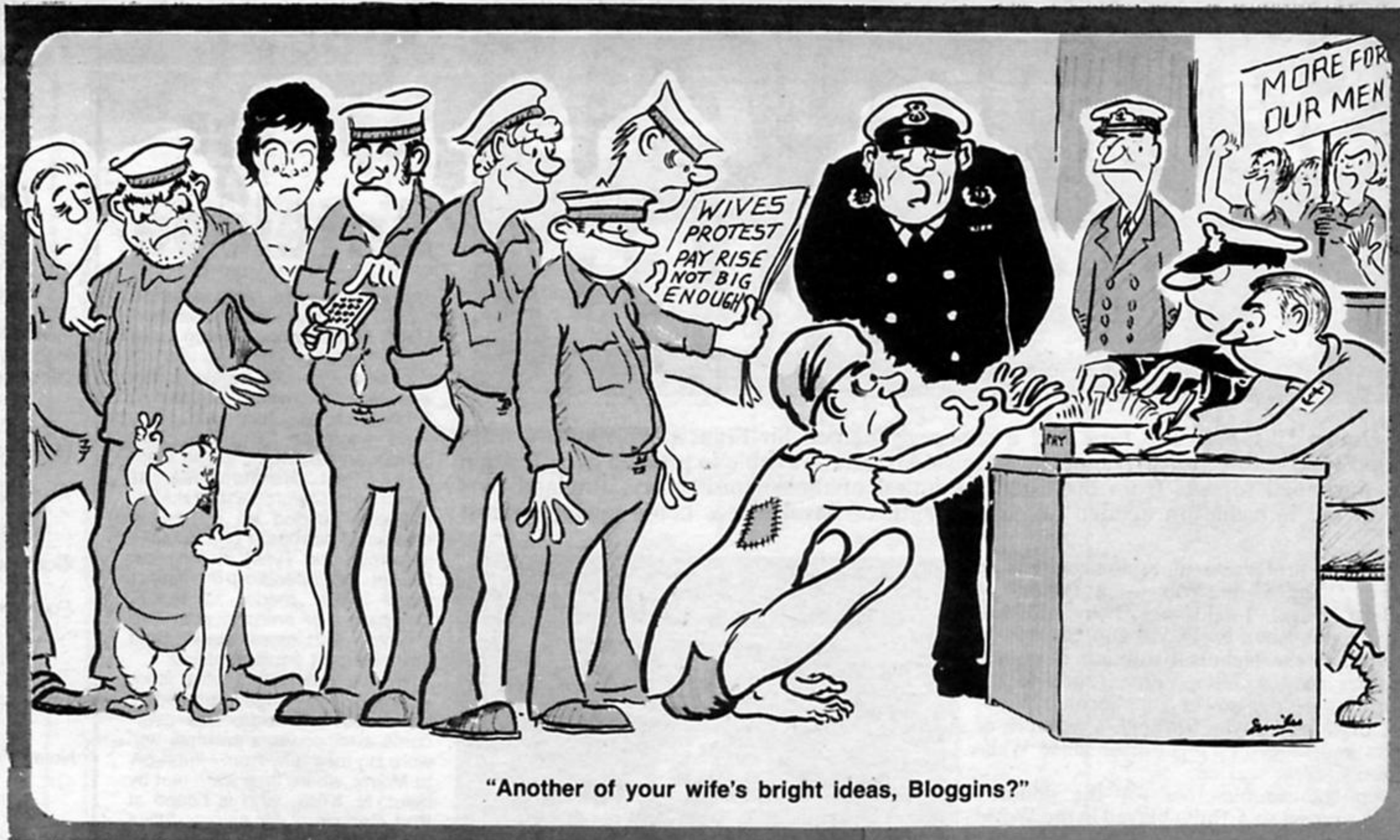
In a very real sense they are, and having the wellbeing and morale of the service at heart, they are very outspoken behind closed doors and as forthcoming in public as the regulations permit.

The major cause of restiveness in the Fleet lies in the operation of the Armed Forces Pay Review Body, around which there remains some ignorance and a deal of misunderstanding.

A few years ago, when their recommendations were accepted for a removal of anomalies in the services pay structure, some fat rises resulted. Little if any criticism was voiced.

Since then, Government guide-lines have limited their recommendations — but they have still warned the Prime Minister about the growing anomalies.

Now they know the pay award, Jack and his oppos will have to ask themselves the straight question — could another form of organisation (which might win friends or lose them) do any better?



"Another of your wife's bright ideas, Bloggins?"

Switch-back on electrics

Reorganisations and rationalisation are often regarded as dirty words, especially among those at the receiving end, so it becomes vital that any changes made are the minimum necessary and produce invaluable results. It also helps if smooth transition to a new system can be achieved with minimum upheaval and uncertainty.

These are prime objects of a long-term reorganisation of the structure and training of the Navy's ME and WE Branches designed to set the pattern for the next decades in matching the organisation to the weapons, propulsion and auxiliary systems now increasingly in use as new breeds of ship join the Fleet.

In one sense the wheel is now going full circle, giving much of the electrics in ships back to the MEs. However, the basic career structure and advancement prospects of ME and WE ratings will remain unchanged; the artificer/mechanician/mechanic structure is retained.

There will, however, be some new titles and badges, some option to be exercised, and some men will be working for a different department, although continuing to carry out the same tasks.

The Admiralty Board has now approved the proposals following a detailed planning study.

Basic reasons for the ME and WE changes lie in alterations to ships' machinery and weapons systems taking place now and in the next decade. The trend continues for ships' systems to be one integrated package which crosses the boundaries between mechanical and electrical engineering knowledge, and the intention is that changes to

responsibilities and training should be made over the next few years to cope with these trends.

At present the ME Branch is responsible for mechanical aspects of ship's propulsion machinery and various ship support systems. The plan is to set up Mechanical and Electrical specialisations within the new-style ME Branch, so allowing a "systems" approach to be adopted and the take-over of additional responsibility for ships' electrical generation and distribution system.

The Mechanical specialisation will consist of existing ME ratings, while the Electrical specialisation will be set up from WE ratings of the Ordnance and Control categories.

Special forms

WE ratings affected by this transfer of responsibilities will have the opportunity to fill in special drafting preference forms to show whether they prefer to carry on their existing tasks in the new ME Branch, whether they would prefer to remain WE — or if they have no particular preference.

At present WE consists of Ordnance, Control and Radio categories. After the transfer of tasks already mentioned, it is intended that the remainder of the Ordnance and Control ratings should be combined to form a single specialisation dealing with weapon control, ordnance and explosives.

Men in the Radio category will remain a separate specialisation, dealing with radar, sonar, action data and communications systems, very similar to the present category. So the re-

structured WE Branch will be responsible for all weapons systems, including new weapons and custody of explosives.

The general pattern of training will be similar to the present, but technician ratings of the future in both the ME and WE branches will be trained in a systems approach, which means they will get to know about all aspects of a particular system for which their branch is responsible.

Mechanics will not be systems trained to the same extent, but will work in their own field, although they will have an awareness of the other systems as there will be a common basic technical training course.

The titles of the new artificers and mechanics will be simply MEA, MEMN, WEA or WEMN. Their specialist background will, however, be shown in all their records and will be taken into account by Drafty when deciding next jobs.

Existing MEAs will be given the suffix M. If they are given electrical cross training under the new system, they will drop the M. In the same way, the MEA(P) and MEA(H) will retain their present titles unless cross trained.

Existing ME mechanics will be given the suffix M, for example MEM(M).

New badges

Ratings who transfer into the new ME electrical stream will be re-titled MEA(L), MEMN(L) or MEM(L). WE Mechanics will be WEM(O) — to start with these will be the Ordnance and Control ratings who do not transfer to ME — or WEM(R).

With the aim of minimising disruption, it is planned to make the changes in responsibilities and titles as soon as possible, even though it will take up to 15 years to train men fully in their new branch structures.

When documentation has been prepared and ratings' preferences taken into account in setting up the new ME Electrical specialisation, all the new titles will be changed over on one date, probably towards the end of next year. New badges are being designed for the new-style branches.

To cope with the forthcoming changes an electrical school is to be built in H.M.S. Sultan in the mid-80s.

Degree course

Changes in responsibilities between ME and WE Departments will also be reflected in officer training. A new degree course is to be introduced at R.N. Engineering College, Manadon, this year, with increased emphasis on the systems aspects, both electrical and mechanical, of naval engineering for all engineer officers.

Work still continues on what changes should be made to the AE branch.

The way ahead for the engineers is spelt out in considerable detail in a series of DCIs just issued — numbers DCI(RN) 155-163 — and a team has been touring ships and establishments outlining the plan and dealing with questions. A question and answer leaflet has also been issued to all ships and establishments.

BIRMINGHAM SHOWS THE WAY

Ships like the Type 42 destroyer H.M.S. Birmingham are among those which have created the need for the Engineering Branch reorganisation and are already showing the way ahead. When MEA(P)1 Steve Upcraft completed another milestone in the ship's life by putting all her electrical load on to a diesel generating set for the 100th time, OEM1 Ted Boote (left) presented him with an anniversary cake, while the DWEO (Lieut.-Cdr. Alan Harding) looked on. A pair of golden paralleling pegs was presented by FCOEMN "Bilko" Howe.



LAUNCHED *Spartan* ➔

H.M.S. Spartan, the eleventh nuclear-powered Fleet hunter-attack submarine to be built for the Royal Navy, was launched at Vickers Shipbuilders Yard, Barrow-in-Furness, on April 7.

She is the fifth of the "S" class Fleet submarines. A sixth "S" class, H.M.S. Splendid, is also being built by Vickers and work has also started on an improved "S" class, H.M.S. Trafalgar.

With a crew of about 110, the Spartan, 4,500 tons dived, will have a submerged speed of more than 25 knots and will be able to dive deeper than 500 ft.

Her nuclear power plant will enable her to manufacture her own electricity, water and oxygen, thus allowing her to remain submerged for weeks at a time — circumnavigating the world under water if necessary — and to operate a vast range of sensors and

weapons for her main role as a destroyer of enemy submarines.

Launched by Lady Lygo, wife of Admiral Sir Raymond Lygo, former Vice-Chief of Naval Staff, the Spartan is the seventh Royal Navy warship to bear the name.

The previous vessel, a World War II Dido-Class cruiser also built by Vickers at Barrow, was sunk by a glider bomb in action off Anzio in 1944.

Exeter ➔

Survivors of one of the most famous warships of World War II were at the Neptune Yard of Swan Hunter Shipbuilders at Wallsend on April 25 for the launching of the new type 42 destroyer H.M.S. Exeter.

The last of four previous ships to bear the name, the World War II cruiser, is well-known for her role in the Battle of the River Plate. She was sunk by the Japanese off Java in 1942.

The present ship, launched by Mrs. F. W. Mulley, wife of the Secretary of State for Defence, will be equipped to include the Sea Dart missile system, 4.5in. gun and the new Lynx helicopter.

Three ships of the class are already in commission, three more at various stages of completion and a further three are on order.

ACCEPTED

Avenger

Left: Poignant moment at Devonport as ship managers Ian Murray and Alec Sinclair of Yarrow Shipbuilders Ltd. haul down the Avenger's Red Ensign for it to be replaced by the White — hoisted by CY Abrahart.

Last of the eight Type 21 frigates, H.M.S. Avenger, was accepted into service with the Royal Navy on April 15, when the commanding officer, Cdr. Geoffrey Eades, "signed for her" at Devonport.

Her armament includes the Exocet surface-to-surface missile, ship-launched anti-submarine torpedoes, automatic 4.5in. gun and the new Lynx helicopter. She is the eighth Royal Navy ship to bear the name.

Before H.M.S. Avenger left Yarrow Shipbuilders Ltd. on Clyde-side, money raised by Yarrow Group senior rates mess for the frigate's senior rates messes was handed over the ship.

Sums of £150 were presented to the fleet chiefs and CPOs' mess and the petty officers' mess by Miss Yarrow, Sue Atherton, and her handmaiden, Lynne McFarlane, on behalf of FCPO Bob Lake, Yarrow Group mess president.

Mess facilities at Yarrow have been taken over by H.M.S. Broadsword, first Type 22 frigate, due for her first sea trial this summer.

REDEDICATED

Norfolk

CPO (Phot) Tony Wilson took this picture of the rededication ceremony for H.M.S. Norfolk on April 17 from the Semaphore Tower at Portsmouth Naval Base.

Guest of honour at the ceremony, following the guided missile destroyer's year-long refit, was Lavinia, Duchess of Norfolk, who launched the ship in 1967.

The refit has provided the ship with updated computer displays in the operations room, a new satellite communications system and engineering improvements, designed to keep her operating with the Fleet well into the 1980s.

Her immediate plans included trials and work-up in the Eastern Atlantic and Mediterranean and a visit to Bordeaux for British Week.

Among the guests at the rededication ceremony was Flag Officer Portsmouth, Rear Admiral W. J. Graham. The cake was cut by Mrs. Whetstone, wife of the commanding officer, Capt. Anthony Whetstone, helped by the youngest member of the ship's company, 16-year-old JMEM Raymond McBride.

The band of the ship's sister regiment, the Royal Anglians, played at the ceremony.



BRECON LAUNCH SOON

H.M.S. Brecon, first of the Royal Navy's Hunt-class mine countermeasures vessels and the largest ship in the world to be built of glass reinforced plastic, is expected to be launched this summer at the Southampton yard of Vosper Thornycroft (U.K.) Ltd. The company has also been awarded the contract for stabilizers for the sixth and seventh Island class offshore protection vessels, Anglesey and Alderney, being built by Hall Russell at Aberdeen.



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A Memorandum of Understanding between the British and Iranian Governments, which was negotiated in the face of international competition and signed in September 1977, provides for a three-year wide-ranging hydrographic survey of Iranian coastal waters (including ports), assistance with the setting up of an Iranian Hydrographic

Office, and the training of Iranian staff to man the new service which will form part of the well-established Iranian Geographic Office.

The project will enable the Iranian Government to produce up to 26 large-scale navigational charts and will represent a major contribution by Iran to the safety of international shipping, since the existing Admiralty

charts of the area — which are used extensively — will also be brought up to date.

This is said to be a unique situation for two reasons: Never before has a task group been formed for the express purpose of carrying out a series of hydrographic surveys and this is the first time Royal Navy ships have been contracted out in this way.

The Persian Gulf is one of the busiest stretches of water in the world and carries a large amount of tanker traffic going to and from the ports which serve the world's richest and largest oil-producing area. So once again, the Royal Navy is in the thick of things...

The survey vessels at present working in the Gulf are H.M. ships Hecate, Hydra, and Beagle. They are using Bandar Abbas as their base port — with a shore support team comprising a lieutenant and a petty officer — and are due to

return to the U.K. in the summer. The second phase of the operation will start in the autumn, when H.M. ships Hydra, Herald, Fox and Fawn are due to spend nine months on the task.

All facets of traditional surveying are involved, from boat and tidal camps and the use of electronic position-fixing systems, to the plotting of the coastline and the wide use of side-scan sonar for wreck searching.

Before the survey could begin, sites were selected for a chain of Decca "Hi-Fix" transmitting stations. These shore transmitters and receivers in each ship and survey motor boat could then be used to accurately establish positions. The initial reconnaissance for these sites was carried out by the R.N. Hydrographic Department and subsequently marked with great accuracy by Royal Engineers surveyors.

The survey task group arrived in Bandar Abbas at the end of November and soon established a good liaison with the Imperial Iranian Navy before embarking on the busy period of setting up the survey.

The first job was to put up the Hi-Fix sites and the tide camps to enable the tides in the survey area to be established so that soundings taken by the ships and boats could be corrected to take account of the tide. "With good conditions the setting up of a Hi-Fix site takes a day, with almost everyone on board taking part — and a little divine assistance from the task group chaplain!" reports Lieut. S. N. Cooper, the group public relations officer.

Aerials, supports, electronic equipment, portable huts, tents, generators, water, food and bedding were among the items which had to be transported ashore. The ships' boats and "chain gangs" on the beach were augmented on occasions by local transport. For the more inaccessible sites, however, the ships' Wasp helicopters were essential and the ships' companies quickly became experts in Commando-like support operations.

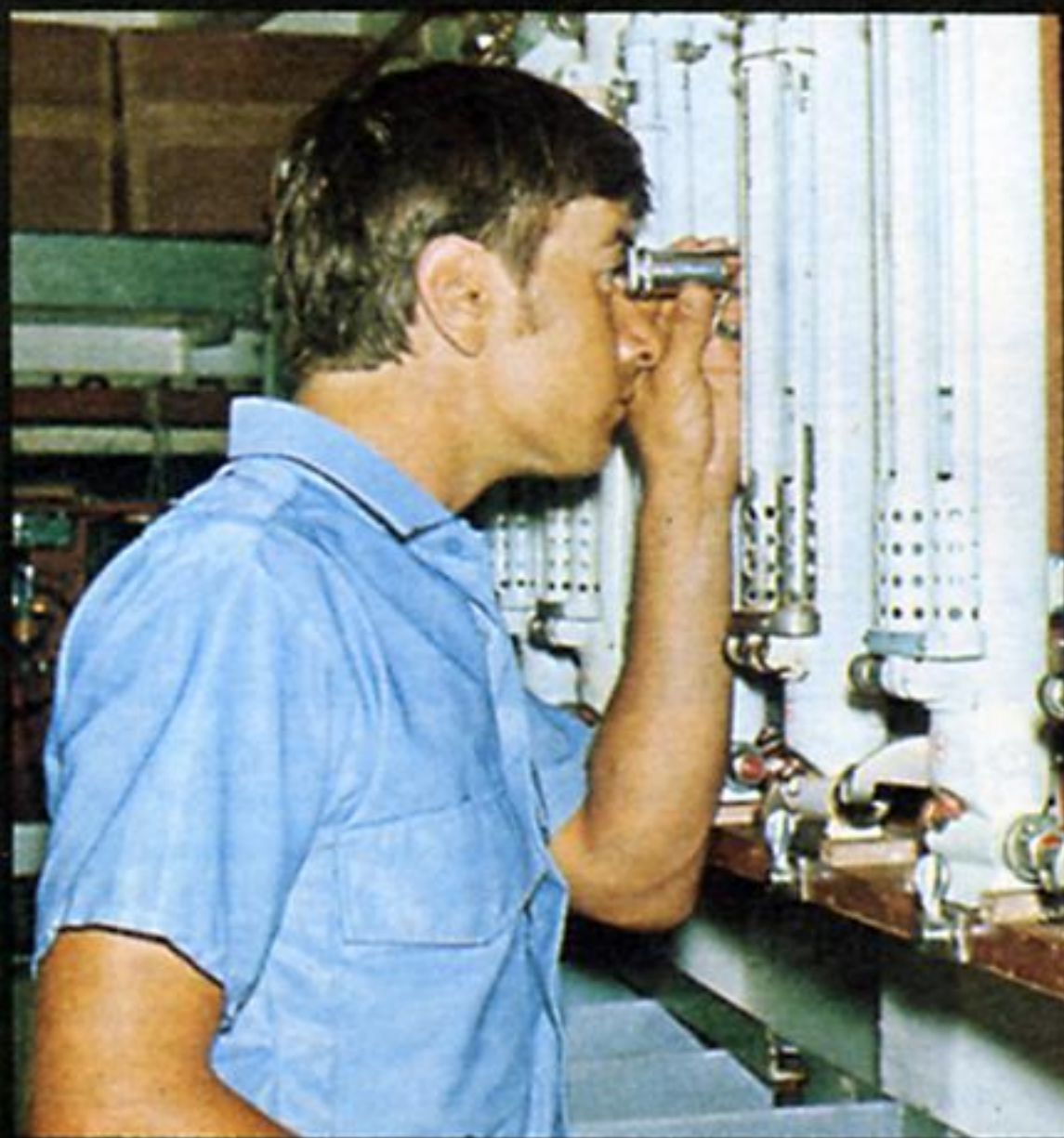
During the first three weeks, for example, one of the flights flew nearly 80 hours and carried 24 tons of personnel and equipment. But this did not keep them from their other important tasks, which included weekly mail trips to Bandar Abbas and flying Father Christmas into the shore camps for a bit of Christmas cheer!

The next major task was to complete the traverse joining the Hi-Fix stations along the coast to establish intermediate known positions from which the coastline could be delineated, and from which prominent features could be pin-pointed, so that when published on the finished chart, they will enable mariners to fix their position. Many of the intermediate "marks" were high in the coastal mountain range so, once again, the helicopters were invaluable.

The process of traversing is carried out with theodolites and accurate electronic ranging instruments called tellurometers. Conditions were not ideal for the traverse, since the heat haze made observations difficult. Indeed, one of the reasons for carrying out survey operations in the Gulf mainly during the winter months is that the summer heat can make work ashore unpleasant, if not impossible.

When ship and boat soundings began in

Keeping an eye on SAMPLES ...



... STREAMS



Above: Checking the Nansen bottles containing sea water samples.

Left: Making tidal stream calculations.

Below: Monitoring the side-scan sonar.

... AND SONAR



earnest a typical day on the survey ground included lowering the boats at sunrise to sound close inshore, flying the coastlining parties ashore (to map the High Water Mark), and then setting off for deeper waters to ship-sound and also to search the bottom for possible obstructions or wrecks, using towed side-scan sonar.

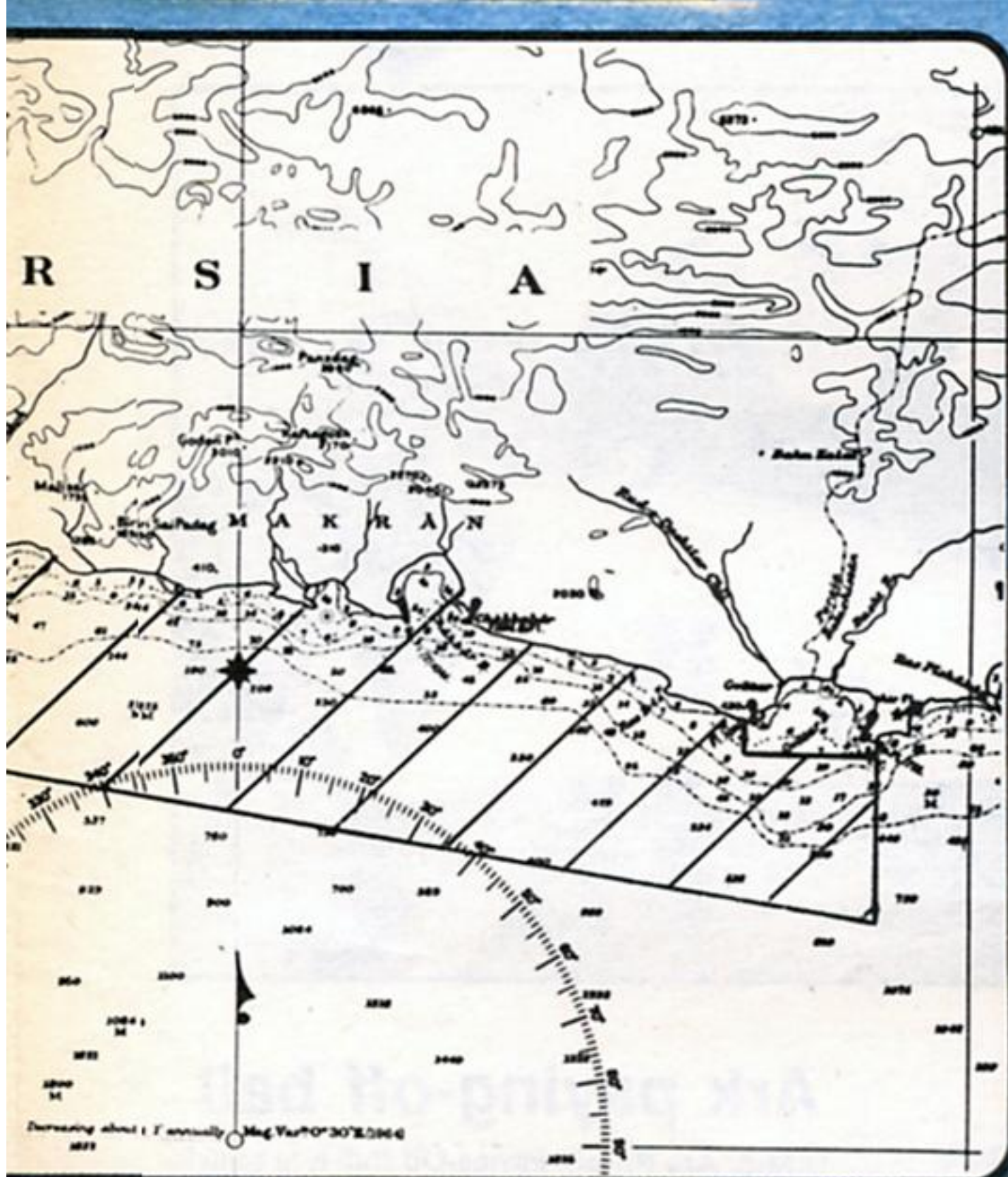
As one might expect, an enormous amount of data is collected on such a day and, while the ships' onboard computers collate much of it, it all has to be hand-plotted on to fair charts which will eventually go towards producing the published Admiralty charts. In the evenings, therefore, the chartrooms are hives of activity as the day's data is plotted, as far as possible, and while the ship work continues overnight.

Right: Preparing to launch a probe to determine the temperature and salinity of the water.

Left: One of the 35ft. survey motor boats returns to the "mother ship" after a day's work close inshore.

Pictures by LA (Phot) Doug Wigfield

GULF SOUNDS MAKE THE CHARTS!



It's not all work and no play in the Gulf . . . The ships in the survey task group visit Bandar Abbas to refuel and restore and, when possible they stop for banyans. Khor Qwai, a small island off the Masandam Peninsula in Oman, is a particularly popular place for this purpose — as it has been for many years, to judge by the many R.N. ships' names painted on the cliffs. The area is also good for shark fishing.

As with all ships deployed for a long period, onboard entertainment is most important and so flight deck sports, keep fit classes, indoor games, quizzes, sods' operas, and other diversions are enthusiastically pursued whenever possible.

During a five-day visit to Bahrain the ships' companies of the Hecate and the Hydra were well entertained by the local British community and were even treated to a display of Morris dancing on one of the flight decks. When the same ships visited Bombay for a two-week assisted maintenance period (for which the Portsmouth and Rosyth mobile Fleet Maintenance Units flew out) it proved an excellent opportunity to explore the mysteries of the East. Travel in India is cheap and many sailors were able to go to Delhi, Goa, and Poona. Bombay itself was fascinating and, since this was the first visit of Royal Navy ships for more than two years, a warm welcome was enjoyed.

Beaches and swimming pools were well patronised during the week's station leave and the colourful shops and markets came in for a lot of attention.

At present the three ships are hard at work again, but visits are planned to Dubai and Doha in Qatar before leaving the Gulf at the end of May. On the way home the Hydra will visit Crete and Greece and the Hecate and the Beagle are due to call at Monaco before the group reassembles at Gibraltar for the final homeward passage.

Left: H.M.S. Hecate, a Hecla-class survey ship, is seen at anchor in Khor Qwai, a popular spot for banyans.
Inset: The Persian Gulf with the survey area indicated by hatching.



**They're NOT
only here for the beer!**

Members of the ship's company of H.M.S. Hecate "take Courage" during a major RAS from R.F.A. Regent, while at anchor on the survey ground. Logistic support for the task group has provided some problems, but the installation of a shore support team at Bandar Abbas has coped well with fresh provisions and movements of personnel. Some victualling stores were landed by R.F.A. Tarbatness early in the deployment.



The loneliness of the long-distance surveyor . . . This is a HI-Fix station from which signals are transmitted to provide an accurate means of establishing position during surveying. The camps are manned continuously by Decca engineers and sailors from the survey ships, so the questions of access, availability of fresh water, and the possibility of flooding have to be taken into consideration when selecting the sites.

Right: Four sailors from H.M.S. Hecate admire the sights of Bombay — like the Gateway to India in the background. Left to right they are MEM1 Jock Murray, MEM1 "Brum" Sullivan, RO2 Paul Cumpsty, and STD Foster.

Picture: LA(Phot)
G. Hunter





IT'S RAIL BRITANNIA!

Britannia not only rules the waves . . . she is also queen of the tracks.

The Royal Navy's ties with British Rail were further strengthened on April 3 when Rear Admiral Hugh Janion, Flag Officer Royal Yachts, named one of B.R.'s class 87 electric locomotives Britannia after the Royal Yacht.

After the ceremony at Crewe which included a fanfare by Royal Marines musicians, Rear-Admiral Janion travelled to London in the cabin of the locomotive.

The Britannia was the latest of a line of locos to take on naval names. When another of the same class was named Lord Nelson at Liverpool, a strong Royal Navy contingent present included CA

Ian Swindells and CK Paul Roberts from H.M.S. Nelson. The naming was performed by the present Lord Nelson and a reception was held in a nearby pub called . . . The Lord Nelson.

Two more Class 50 inter-city diesels have been named after warships present or past. One was named Dauntless at Reading by Chief Officer Hilary Jayes, commanding officer of H.M.S. Dauntless, supported by 80 Wrens from the establishment as well as the Royal Marines Band of CINCPACVHOM.

Two members of H.M.S. Collingwood Model Railway Club, POOL Martin Barker and LREM Richard Shenton, unveiled the new "Collingwood" nameplate of locomotive number 50005 at Plymouth.

Cheers to Charybdis

The drinks are certain to be on H.M.S. Charybdis when she hoists her new flag. And especially so when the Cherry B flag is flying during RAS (liquids) operations.

Showerings Ltd., makers of the drink that shares the Charybdis's nickname, produced the flag and handed it over at Plymouth.

Making the presentation were Mrs. Wendy Tucker, whose work is not always as relaxed as this, and Mr. Roy Durbin. With them was Mr. Ivor Fields of the Kings Arms, a pub favoured by the Charybdis.

On deck to receive the flag were Lieut. Mark Kerr, POSTD Roy Goodison and JS Robin Welch.

Picture: Devon Commercial Photos.

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British Limbless Ex-Service Men's Association

'GIVE TO THOSE
WHO GAVE — PLEASE'

'CAMELS' TIES

A new Captain Weapons Trials tie is now available for purchase by all past and present members of the Naval Weapons Trials Organization.

The design is a motif of Bactrian (double-humped) camels picked out in gold on a blue, green or maroon background. Ties may be ordered from Lieut. E. W. Greenham, XPAW, NWTC, Whale Island, Portsmouth, price £2.30 (including postage). Please state which colour is required. Cheques or postal orders should be made payable to "The Wardroom, H.M.S. Excellent."

Ark paying-off ball

H.M.S. Ark Royal's Paying-Off Ball is to be held on board at Devonport on December 14. Attendance will be limited to 1,000, but all officers who have served in the Ark will be eligible to apply for tickets. The cost will be between £8 and £10 a head.

Application forms, available from the H.M.S. Ark Royal Ball Secretary, Wardroom, H.M.S. Ark Royal, BFPO Ships, should be returned to the secretary by July 31.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:—

Janet (27), single, 5ft. 4in., auburn hair, blue eyes, Hull.
Jacqueline (16), 5ft. 3in., blonde hair, blue eyes, Loughton, Essex.
Wendy (15), 5ft. 4in., brown hair, hazel eyes, Buckhurst Hill, Essex.
Simone (16), 5ft. 5in., brown hair, brown eyes, Wembley.
Carol (26), single, 5ft. 6in., brown hair, hazel eyes, Birmingham.
Maggie (15), 5ft. 3in., blue eyes, Hampton, Middx.
Helen (15), 5ft. 3in., brown hair, blue eyes, Hampton, Middx.
Shani (16), 5ft. 4in., brown hair, blue eyes, Ryde, Isle of Wight.
Susan (16), 5ft. 5in., brown hair, brown eyes, Stanford-le-Hope.
Elizabeth (16), 5ft. 1in., brown hair, blue eyes, Leeds.
Sharon (16), 5ft. 2in., auburn hair, brown eyes, Portsmouth.

Jeanette (16), 5ft. 4in., chestnut hair, brown eyes, Portsmouth.
Karen (16), 5ft. 3in., brown hair, green eyes, Sale, Cheshire.
Gwen (30), divorced, 5ft. 11in., brown hair, brown eyes, two children, Bradford.
Jane (18), single, 5ft. 3in., brown hair, grey eyes, Bridgend, Glamorgan.
Ann (18), single, 5ft. 4in., brown hair, hazel eyes, Bridgend, Glamorgan.
Kim (17), single, 5ft. 4in., brown hair, brown eyes, Preston, Lancs.
Belle (48), single, 5ft. 7in., fair hair, brown eyes, Falkirk.
Jeanette (23), divorce pending, 5ft. 4in., fair hair, blue eyes, one child (2), Thorney Island.
Mrs. K. (25), divorced, auburn hair, hazel eyes, one child, Portsmouth.
Rebecca (24), divorced, 5ft. 9in., fair hair, blue eyes, two children, Thorney Island.
Jane (19), single, 5ft. 6in., brown hair, brown eyes, Northampton.
Clare (18), single, 5ft. 9in., blonde hair, blue eyes, slim, Manchester.
Sheila (17), single, 5ft. 4in., auburn hair, hazel eyes, slim, Stockton-on-Tees.
Julia (18), single, 5ft. 7in., brown hair, brown eyes, Chertsey.
Gillian (16), fair hair, blue eyes, Sheffield.
Elaine (17), single, 5ft. 6in., brown hair, blue-grey eyes, Northallerton.
Margaret (23), single, 5ft. 6in., brown hair, blue eyes, Washington, Tyne & Wear.
Chris (18), single, 5ft. 9in., black hair, brown eyes, London.
Pauline (26), single, 5ft. 8in., brown hair, blue eyes, Tipton.
Rita (41), separated, 5ft. 4in., blonde hair, blue eyes, Skelton, Cleveland.
Stella (31), divorce pending, 5ft. 7in., blonde hair, blue eyes, two children, Sheffield.
Carolyn (18), single, 5ft. 4in., brown hair, blue eyes, Cramlington, Northumberland.
Julie (16), 5ft., brown hair, brown eyes, Shrewsbury.
Karen (16), 5ft. 2in., brown hair, brown eyes, Shrewsbury.
Heather (16), 5ft. 2in., brown hair, green eyes, St. Albans.
Margaret (25), divorced, 5ft. 6in., brown hair, green eyes, Tiverton.

Susan (31), single, 5ft. 4in., brown hair, blue eyes, Plymouth.
Violet (56), widow, 5ft. 2in., auburn hair, blue eyes, Plymouth.
Josie (17), single, 5ft. 3in., black hair, blue eyes, Belfast.
Bridgett (15), 5ft. 5in., brown hair, blue eyes, Stansted, Essex.
Sharon (18), single, 5ft. 5in., brown hair, hazel eyes, Wolverhampton.
Dawn (16), 5ft. 8in., red hair, green eyes, Sheffield.
Karen (16), 5ft. 6in., auburn hair, blue eyes, Sheffield.
Mary (44), divorced, 5ft. 6in., brown hair, brown eyes, one son (ten), Huddersfield.
Julie (16), 5ft. 4in., fair hair, green eyes, Manchester.
Carol (17), single, 5ft., brown hair, brown eyes, Newport Pagnell, Bucks.
Judy (23), single, 5ft. 5in., brown hair, blue-grey eyes, Leeds.
Diane (17), single, 5ft. 3in., brown hair, blue-grey eyes, Wolverhampton.
Marie (16), brown hair, blue eyes, Sheffield.
Lesley (17), single, 5ft. 3in., black hair, brown eyes, Birmingham.
Margaret (29), single, 5ft. 2in., brown hair, blue eyes, Birmingham.
Carol (20), single, brown hair, green eyes, Sheffield.
Janice (18), single, 5ft. 5in., brown hair, blue-grey eyes, Stoke-on-Trent.
Rita (23), single, 5ft. 11in., dark hair, dark eyes, Portsmouth.
Susanne (18), single, 5ft. 3in., auburn hair, B.F.P.O. 103.
Gillian (28), single, 5ft. 10in., brown hair, green eyes, one daughter (five), Luton.
Sue (16), brown hair, brown eyes, Milton Keynes.
Theresa (17), single, 5ft. 9in., blonde hair, blue eyes, Manchester.
Caroline (15), 5ft. 6in., brown hair, hazel eyes, Totnes, Devon.
Bryony (15), 5ft. 2in., brown hair, blue-green eyes, Totnes, Devon.
Jane (27), divorced, 5ft. 6in., blonde hair, hazel eyes, Taunton.
Jenny (16), 5ft. 7in., auburn hair, brown eyes, Cleethorpes.

Cash prizes in radio folk contest

MARTIN IS THE CHAMP

Twenty-five top players fought it out for prizes and positions in the sixth Royal Navy Chess Championships, held this year at H.M.S. Daedalus.

New Navy chess champion is LWTR Martin Street, of H.M.S. Centurion, who won five of his seven games against players from all parts of the country.

Victor Ludorum was for the second successive time the only civilian competitor, Mr. Arthur Brameld, from H.M.S. Dryad, who won all seven games.

Runner-up was PO Ron Kane, from H.M.S. Daedalus. Certificate of merit for being "the most promising newcomer" went to PO Tony Webster from H.M.S. Heron.

During the championship Mr. Baruch M. Wood (right) the editor of Chess Magazine and chess correspondent of the Daily Telegraph, played 17 competitors at the same time, winning 16 of the games.



Here's a note for Royal Navy folk music enthusiasts... start rehearsing! Prizes totalling £500 are waiting for performers and writers in this year's Services Folk Competition. But hurry — closing date for entries is May 19.

Organized by the British Forces Broadcasting Service, the competition includes categories for solo performers, groups of two to six persons, and composers. Entrants must be Service men and women based in the U.K. and Germany.

A recording on open reel, cassette or disc must be sent with the entry form, which can be obtained by writing to The Services Folk Competition '78, B.F.B.S., PO Box 1000, London SW1. Any B.B.C. local radio station in the U.K. can also provide details.

Geoff Love and star folk artist Wally Whyton will feature among the judges and the prizes are £250 for the best group, £150 for the best solo performer and £100 for the writer or writers of the best original composition, plus a challenge cup to be held for a year.

The best of the recorded entries from each area in the U.K. and Germany will be featured and judged in a series of B.F.B.S. and B.B.C. local radio programmes to be broadcast at home and overseas. Winners of the semi-finals will then perform "live" at the final at R.A.F. Gutersloh, Germany, on October 25.

POINTS LEADERS...

...AND PROMOTIONS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during March.

Extracts of WRNS advancement rosters are given where an examination is required to qualify for the higher rate. WRNS ratings in the MT, TEL, EDUC, D HYG, and OA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)RS(W) — Int (7.9.76), 2; LS(EW)LR(W) — Dry, Nil; PO(M) — Int (2.8.76), 4; LS(M) Dry, 12; PO(R) — Int (27.10.76), 6; LS(R) — Dry, 14; PO(S) — Int (1.5.77), 4; LS(S) — Int (12.7.78), 4; PO(D) — Dry, Nil; LS(D) — Dry, 1; PO(MW) — 131; Nil; LS(MW) — Dry, 1; PO(SR) — Int (20.1.78), Nil; LS(SR) — Int (23.12.77), 4; POPT — 139; Nil; RPO — 246; RS — 273; 1; LRO(G) — Int (14.6.77), 9; CY — 308; 4; LRO(T) — Int (7.12.76), 1; PO(S)SM — Int (13.12.77), 3; LS(S)SM — Dry, 1; RS(SM) — 109; 2; LRO(SM) — Dry, 3; PO(UW)SM — Int (17.9.76), 1; LS(UW)SM — Dry, 2; POMEM — Dry, 17; LMEM — Dry, 41; POCEL — Dry, 3; LCEM — Int (10.11.77), 10; POOEL — Int (13.6.77), 8; LOEM — Int (30.11.77), 25; POEL — Int (28.1.77), 3; LREM — Int (6.12.77), 18; POWTR — 137.

Nil; LWTR — Int (11.11.76), 1; POSA — 275; 3; LSA — Int (22.3.76), 4; POCA — Int (11.1.77), 1; LCA — Dry, 6; POCK — 435; Nil; LCK — 114; 1; POSTD — 335; 1; LSTD — 240; 1; POMA — 213; 6; LMA — 175; 21; POAF(POAM(AE)) — 160; 3; LAM(AE) — 116; 7; POEL(A) — 223; Nil; LEM(A) — 138; Nil; POEL(A) — Int (25.6.76), 6; LREM(A) — Int (6.5.77), 12; POEL(AW) — Int (4.1.77), 3; LEM(AW) — Int (12.10.76), 5; POA(AH) — 267; Nil; LA(AH) — 89; Nil; POA(SE) — 606; Nil; LA(SE) — Int (17.2.77), 2; POA (PHOT) — 385; 1; POA(MET) — 120; Nil; POACMN — 208; 2.

POWREN AF(AE) — 116; Nil; LWREN AM — 172; Nil; POWREN CK — Int (11.3.77), Nil; LWREN CK — Int (7.7.77), 1; POWREN DSA — 89; Nil; LWREN DSA — Int (1.10.76), 1; POWREN MET — 68; Nil; LWREN MET — Int (1.6.77), 1; POWREN PHOT — 95; Nil; LWREN PHOT — 76; 2; POWREN R — 166; Nil; LWREN R — Int (14.4.76), Nil; POWREN RS — Int (15.6.76), 1; LWREN RS — Int (16.3.76), 4; POWREN STD(G) — 130; Nil; LWREN STD(G) — 125; Nil; POWREN STD(O) — Dry, 2; LWREN STD(O) — Int (15.3.77), 1; POWREN SA — Int (21.3.77), 2; LWREN SA — Int (5.12.77), 7; POWREN TSA — 335; Nil; LWREN TSA — 221; Nil; POWREN WA — Int (18.2.77), Nil; LWREN WA — Int (17.12.75), 1; POWREN WTR(G) — Int (2.4.76), 2; LWREN WTR(G) — Int (16.2.76), 7; POWREN WTR(P) — 140; Nil; LWREN WTR(P) — Int (21.6.76), 1; LWREN WTR(S) — Int (18.10.77), 2; POWREN DH — Int (6.5.77), Nil.

Authorization for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — D. S. Woods (Excellent), R. P. Mewman (Rooke), T. Boyle (Raleigh), H. F. Grayson (Sultan), B. J. Megraw (Hermione), S. A. Home (R.N.R. Sussex), R. M. Thompson (Royal Arthur), W. R. Frame (Scylla).
To CPO(S) — D. C. Roberts (Tamar), W. J. Evans (Vigilant).
To CPO(D) — J. E. D. Cook (Vernon).
To CPO(SEA) — B. Evans (Berwick), M. T. H. Rooke (Dolphin).
To CPO(PT) — E. R. Buckton (Cochrane).

OPERATIONS BRANCH (COMMUNICATIONS)

To CRS(W) — E. H. Clifford (Mercury).
To CCY — A. J. Murphy (Mercury), M. J. Glendinning (Mercury).

REGULATING BRANCH

To MAA — C. W. Gibson (Heron), D. S. C. Lodrick (Charydis), J. Macpherson (Plymouth).

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Janet (16), 5ft. 2in., blonde hair, blue eyes, Matlock.

Ann (17), single, 5ft. 2in., brown hair, blue eyes, North Shields.

Yvonne (22), single, 5ft. 4in., brown hair, brown-green eyes, one daughter (three), Dagenham, Essex.

Margaret (36), divorced, 5ft. 6in., brown hair, one child, Plymouth.

Lorna (36), 5ft. 3in., dark hair, grey eyes, slim, Lincoln.

Margaret (17), single, 5ft. 7in., brown hair, green eyes, Glasgow.

Lindsay (19), single, 5ft. 5in., brown hair, blue-green eyes, Watton, Derbyshire.

Caroline (18), single, 5ft. 4in., fair hair, green eyes, Poole, Dorset.

Tina (18), single, brunette, blue eyes, Weston-super-Mare.

Sally (17), single, auburn hair, green eyes, Weston-super-Mare.

Lorraine (18), single, 5ft. 3in., brown hair, green eyes, Runcorn.

Hazel (17), single, 5ft. 6in., brown hair, hazel eyes, Harrogate.

Joan (38), divorced, 5ft. 5in., fair hair, Preston.

Christine (18), single, 5ft. 5in., fair hair, blue eyes, Preston.

Jan (33), divorced, 5ft. 8in., brown hair, green eyes, three children, Portsmouth.

Karen (17), single, 5ft. 3in., brown hair, brown eyes, Llandudno.

Pamela (21), single, 5ft. 2in., auburn hair, hazel eyes, Swansea.

Catherine (18), single, 5ft. 5in., auburn hair, blue eyes, Solihull.

Susan (21), single, 5ft. 2in., brown hair, brown eyes, Nottingham.

Elaine (23), single, 5ft., dark hair, green eyes, Stoke-on-Trent.

Jane (15), 5ft. 4in., brown hair, brown eyes, Bristol.

Susan (16), 5ft. 3in., black hair, green eyes, Loughton, Essex.

Suzanne (18), single, 5ft. 3in., fair hair, blue eyes, Worthington, Cumbria.

Linda (17), single, 5ft. 1in., blonde hair, green eyes, Wimbome.

Linda (32), single, 5ft., brown hair, blue eyes, one daughter, Hayes, Middx.

Anita (22), single, 5ft. 5in., fair hair, blue eyes, Birmingham.

Valerie (17), single, 5ft. 2in., blonde hair, blue-green eyes, Sandown, Isle of Wight.

Margaret (23), single, 5ft. 2in., brown hair, blue eyes, Sheffield.

Patricia (16), 5ft. 4in., fair hair, green eyes, Birmingham.

Sandra (16), brown hair, blue-grey eyes, Wimbome, Dorset.

Vicky (16), 5ft. 2in., blonde hair, blue eyes, Rhyl, N. Wales.

Adrienne (23), single, 4ft. 11in., brown hair, hazel eyes, Westbury, Wilts.

Angie (34), divorced, 5ft. 3in., fair hair, blue eyes, one son (ten), London.

Mary (18), single, 5ft. 6in., brown hair, brown eyes, Birmingham.

Owing to the large number of applications for pen-friends and the pressure on space, there may be a long delay between receipt of applications and publication of names.

Ann (22), single, 5ft. 4in., brown hair, brown eyes, Portsmouth.

Laura (28), single, 5ft. 7in., blonde hair, blue eyes, slim, Edinburgh.

Carol (21), single, 5ft. 5in., auburn hair, blue eyes, Bolton.

Mandy (15), 5ft. 2in., brown hair, green eyes, Welwyn, Herts.

Jeanette (17), single, 5ft. 2in., fair hair, hazel eyes, Liverpool.

Tina (16), 5ft. 4in., blonde hair, blue eyes, Aldershot.

Diane (16), 5ft. 3in., dark hair, green eyes, Aldershot.

Jeanette (28), divorce pending, 5ft. 7in., brown hair, green eyes, West Croydon.

Karen (15), 5ft. 5in., auburn hair, hazel eyes, Borough Green, Kent.

Eva (34), widow, 5ft. 4in., brown hair, blue eyes, Glasgow.

Sandra (16), 5ft. 7in., brown hair, hazel eyes, Leeds.

June (18), single, 5ft. 6in., brown hair, blue eyes, Pontefract.

Tina (16), 5ft. 4in., blonde hair, blue eyes, Bristol.

Margie (34), divorced, 5ft. 7in., brown hair, brown eyes, St Leonards-on-Sea.

Linda (20), single, 5ft. 5in., blonde hair, blue eyes, London.

Sheena (22), single, 5ft. 2in., brown hair, blue eyes, Newtonrange, Midlothian.

Deanna (36), divorced, 5ft. 4in., brown hair, grey-green eyes, slim, Bristol.

Janice (15), 5ft. 7in., brown hair, brown eyes, Bonnyrigg, Midlothian.

Karen (16), 5ft. 5in., brown hair, blue eyes, Bonnyrigg, Midlothian.

Sylvia (22), separated, 5ft. 4in., blonde hair, blue eyes, one child (two), London.

Janet (29), separated, 5ft., brown hair, brown eyes, slim, three children, Felixstowe.

Vicky (24), single, 5ft. 7in., auburn hair, grey-blue eyes, Honolulu, U.S.A.

Sue (30), single, 5ft. 7in., brown hair, hazel eyes, slim, Cullompton.

Kathy (15), 5ft. 8in., brown hair, grey eyes, Chesterfield.

Debra (18), single, 5ft. 4in., brown hair, hazel eyes, Tadworth, Surrey.

Ann (19), single, 5ft. 2in., brown hair, blue eyes, Leeds.

Ruth (16), 5ft. 3in., brown hair, green eyes, Wimbome, Dorset.

Iris (16), 5ft. 4in., brown hair, blue eyes, Portsmouth.

Cheryl (16), 5ft. 1in., brown hair, blue eyes, Wimbome, Dorset.

Karen (18), single, 5ft., brown hair, brown eyes, Bideford, Devon.

Theresa (17), single, 5ft. 2in., brown hair, green eyes, Wimbome, Dorset.

Christine (23), single, black hair, blue eyes, Nottingham.

Marilyn (26), divorced, 5ft. 4in., blonde hair, blue eyes, three children, Portland.

Sue (16), 5ft., blonde hair, blue eyes, Wednesbury, W. Midlands.

Teresa (16), auburn hair, green eyes, Witney, Oxon.

Sharon (19), single, 5ft. 6in., brown hair, hazel eyes, Pontefract.

Susan (18), single, 5ft. 1in., auburn hair, blue eyes, Wolverhampton.

Jane (18), single, 5ft. 1in., brown hair, green eyes, Wolverhampton.

Nuala (21), single, blonde hair, blue eyes, Wolverhampton.

Deana (19), single, 5ft. 2in., blue-green eyes, Ipswich.

Miss S. (26), single, 5ft. 4in., brown hair, green eyes, two children, Plymouth.

Jane (27), divorced, auburn hair, hazel eyes, one son (three), Plymouth.

Dianne (17), single, 5ft. 4in., brown hair, blue-green eyes, Grimsby.

Sandra (18), single, 5ft. 6in., blonde hair, grey eyes, Bolton.

Marilyn (15), 5ft., brown hair, hazel eyes, Manchester.

Janet (18), single, 5ft. 3in., black hair, brown eyes, Altrincham.

Jenny (18), single, 5ft. 2in., auburn hair, blue eyes, West Timperley, Cheshire.

Carol (17), single, 5ft. 2in., brown hair, grey-green eyes, Rhyl, N. Wales.

Roma (26), single, 5ft. 4in., fair hair, blue eyes, Glasgow.

Joanne (16), 5ft. 7in., fair hair, blue eyes, Hull.

Lorraine (16), 5ft. 2in., brown hair, green eyes, Hull.

Mary (20), single, 5ft. 5in., brown hair, hazel eyes, London.

Tracey (16), blonde hair, hazel eyes, Chelmsford.

Joie (16), 5ft. 1in., brown hair, brown eyes, Grays, Essex.

Sue (16), 5ft. 8in., brown hair, blue eyes, London.

Amanda (19), single 5ft. 5in., brown hair, green eyes, London.

Samantha (16), 5ft. 3in., brown hair, hazel eyes, Ringwood, Hants.

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Mon. 15th	DISCONITE	Radio 1 D.J. Paul Burnett & D.J. Pete Cross	8 till 1130	30p
Thurs. 18th	POP NITE	FEDERATION & D.J. John Thompson	8 till Midnite	50p
Sun. 21st	DISCONITE	D.J. Dick Wood	8 till 1130	30p
Mon. 22nd	POP NITE	THE TAXIS & D.J. Pete Cross	8 till 1130	50p
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CHILLY CHILLI SAUCE!

Naafi keeps warm welcome for our men in the Arctic

Placing a frozen Mars bar in your pocket to make it pliable enough to eat and sharing your sleeping bag with your boots to stop them freezing rock-hard is not for the delicate. But then a Royal Marine on survival training in Norway's Arctic wastes is hardly that. Survival, in temperatures that can drop to minus 40 Centigrade, cannot be taken for granted — it has to be planned for and worked at.

Marines of 42 and 45 Commandos have taken part in several exercises this winter to test the deployment of Allied and Norwegian troops in defending NATO's northern flank. The final NATO exercise, Arctic Express, tested command and control structures with as many as seven nationalities combining.

Movement across open country is best on skis — and this takes practice. Where roads exist, driving is hazardous. WO Robert Brown of 45 Commando's Motor Transport section said: "The dominating first impression is the amount of snow and the grandeur of the mountains. We had a number of minor bumps until the lads got used to the icy conditions."

"When it is extremely cold fire extinguishers and even anti-freeze freeze up. After a while you get fed up with the cold that greets you every time you go outside."

Snow-holes

Capt. Alistair Patrick, of 42 Commando, who has eight years experience in the Arctic and Antarctic regions, said: "This was the first year Marines from 42 Commando have taken part in winter exercises in Norway. For six weeks they learnt to live in snow-holes and Arctic tents; to cut down trees or to build snow walls for shelter and, in emergency, use whatever nature provides to give shelter in this inhospitable terrain."

Also training to adjust to these conditions were 29 uniformed Naafi men of the Expeditionary Force Institutes (EFI) who set up and ran bulk issue stores and retail shops to supply the forces with all manner of goods.

The stores supplying the Mainspring North exercise, which involved 42 Commando, included 182,000 cans of beer, 5,160 litres of wines and



spirits, 1.2 million cigarettes, 7,280 bars of chocolate, 360lb. of tea, 660 6lb. tins of baked beans, and many other items.

Naafi's liaison began before the Marines left the UK so when an order came for bamboo shoots, water chestnuts, bean sprouts, and chilli sauce, Naafi was prepared.

Not all the goods were shipped out from the UK. Capt. David Sizmur, EFI, normally a Naafi club development official, bought in goods from local markets and wholesale houses. One of the most popular lines he introduced was the heavy knit, brightly patterned Norwegian sweater.

He also bought local hand-craft gifts, pottery, and reindeer soft-toy figures that made popular presents for the Marines to take home.

This was the first time the EFI had provided a service to the Marines — five members of the Naval Canteen Service donned khaki to add some Navy experience — and it was a service appreciated by all ranks.

Capt. Patrick said: "It was great to have Naafi here. I felt we were truly supported."

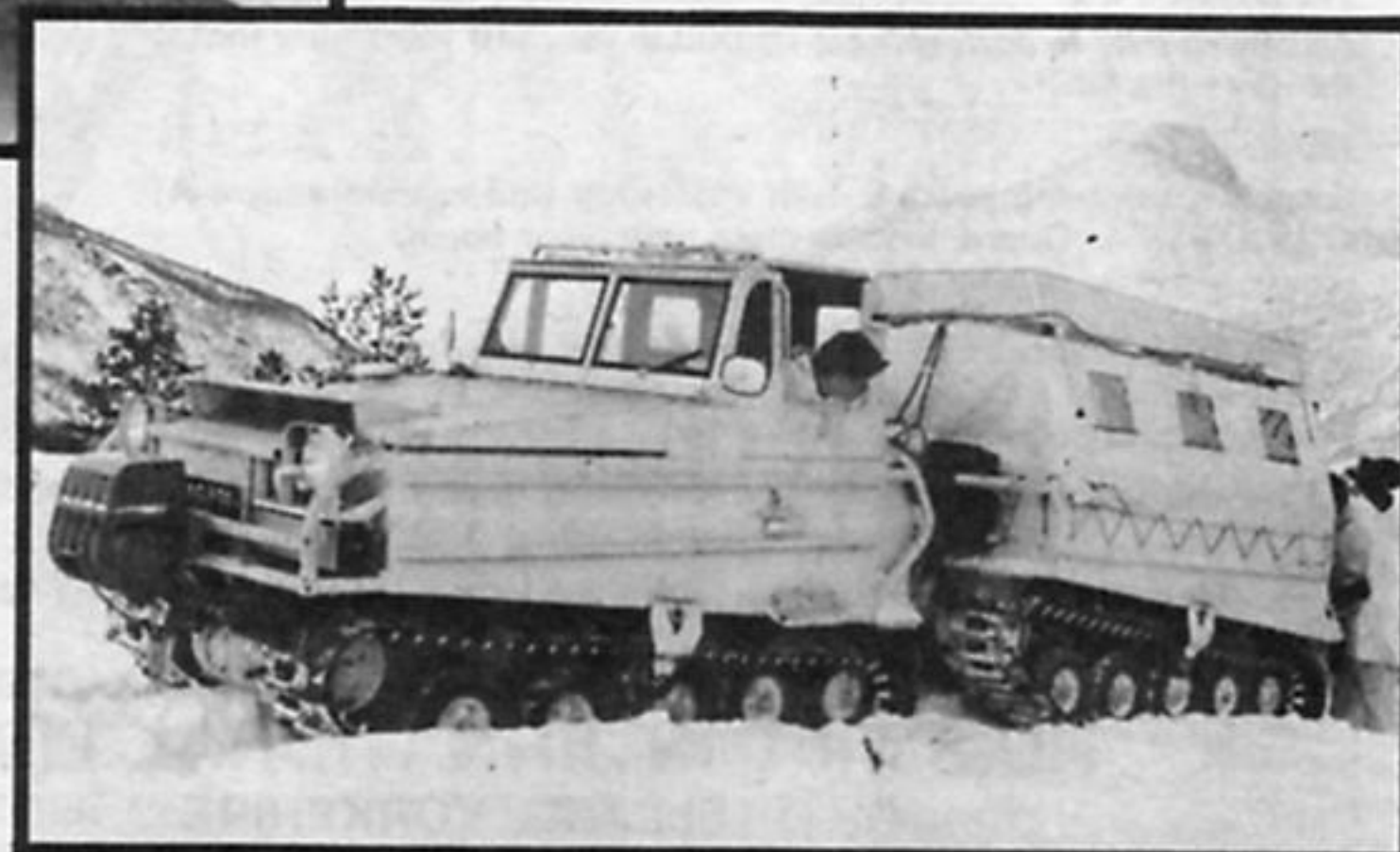
Royals jump on the 'Bandwagon'

This is the Bandwagon — nickname for a new general purpose tracked snow vehicle which represents a major advance in Commandos' ability to move men and material over difficult country in winter.

Fifteen of the vehicles, built by Volvo and officially called the BV 202E Mark II, were introduced into service with the Royal Marines by 45 Commando during Exercise Clockwork 78 in Arctic Norway.

With a 125-mile range and an average cross-country speed of over 6 m.p.h., the Bandwagon can carry a section of men and all their skis and equipment and tow a light gun or 20 men on skis.

Large numbers of Bandwagons are expected to be issued to Commando forces over the next three years, continuing this year with an issue to 42 Cdo.



Above: Naafi men Cpl. Stephen Davis (right) and Sgt. Tim Bennett take souvenir goods into the RN sick bay at Elvergaardsmoen. The patients, Mne. Gardner and Cpl. David Watkins, suffering from frostbite, were pleased to see them — you don't get many hospital visitors that far north!

APPOINTMENTS

NEW FOCAS

Commodore P. G. M. Herbert is to be promoted rear-admiral on July 7 and to be Flag Officer Carriers and Amphibious Ships and Commander Carrier Striking Group Two in July.

A submarine specialist, he has commanded H.M. submarines Scythian, Porpoise and Valiant, and has also commanded the frigate Venus and the helicopter cruiser Blake.

Contact makers

The Royal Naval Amateur Radio Society's ten-day Easter exercise from H.M.S. Belfast was most successful. More than 2,000 two-way radio contacts were established with other amateur radio stations throughout the world, including Australia to the remote island of Signy in the Antarctic. Membership of the society is open to all serving and ex-serving ranks and ratings of the Royal Navy, Royal Marines and their Commonwealth equivalents and Reserves. Details can be obtained from the Secretary, HQ Station, G3BZU, H.M.S. Mercury, East Meon, Petersfield, Hampshire, GU32 1HE.

NATO secretary sees Sovereign

Dr. Joseph Luns, Secretary General of NATO, and Rear-Admiral J. Fieldhouse, Flag Officer Submarines, were winched on to H.M.S. Sovereign while the submarine was operating in the Clyde area.

OBITUARIES

N. Skelton PO(Phot), H.M.S. Excellent, March 23.
R. W. Lee LMEN, H.M.S. Newcastle, March 23.
K. S. Jones AB(M), H.M.S. Aréthusa, March 28.
S. W. O'Neill CK, H.M.S. Ardent, April 1.
C. R. King SEA(D), H.M.S. Vernon, April 7.
R. W. Brown AB(EW), H.M.S. Mohawk, April 11.

Other appointments have included Captain of the Tenth Submarine Squadron and Chief of Staff to Flag Officer Submarines, and in 1976 he was appointed Deputy Chief Polaris Executive.

Capt. W. D. Lang is to be Military Deputy to the Head of Defence Sales in May in the acting rank of rear-admiral and is to be promoted rear-admiral on July 7.

Capt. Lang joined the Royal Navy as a rating in 1943 and after flying training served in the Mediterranean. Later he commanded 802 Squadron flying Seahawks, and other appointments have included Commander (Air) of H.M.S. Eagle. He has commanded H.M.S. Fulmar and was Chief of Staff to FONAC before becoming Director of Naval Recruiting in 1976.

Other appointments recently announced include:
Capt. G. D. Trist, Director of Defence Operations, October 27 (To serve as commodore).

Capt. R. W. F. Gerken, Captain of the Fleet, August 14.
Capt. G. M. K. Brewer, Bulwark in command, July 3.

Capt. S. D. S. Bailey, Mercury in command, October 5.
Capt. A. R. Wood, ACOS (C and E) HQ AFNORTH and as officer in command R.N. Party Oslo, October 13.

Capt. D. W. Brown, Bristol in command, October 24.
Cdr. A. M. Norman, For duty with CSCBS for Broadsword July 4 and Broadsword in command on commissioning.

Cdr. J. P. Marriott, Staff Officer London Div. R.N.R. and OIC R.N. Perm. Staff, August 8.
Lieut.-Cdr. R. T. R. Phillips, Hubberston May 30 and in command.

Lieut. D. P. Baudains, Sheraton in command, November 10.

V.I.P. VISITOR

Miss Rosalind Walke, who is the vice-chairman and standard bearer of the Plymouth Association of Wrens, was given a special copy of the History of the WRNS as the 50,000th visitor to the WRNS Exhibition at the National Maritime Museum, Greenwich. It was presented by the author, Miss Ursula Stuart Mason, the Museum's public relations officer.

DRAW WINNERS

Sue Jenkins of H.M.S. Dae-dalus won the colour television first prize in the Royal Navy Rugby Union's grand draw, which topped up RNRU funds to the extent of £1,000. Second and third prizes — a moped and a deep freeze — went to R. A. Stevens, of Dunfermline, and I. L. Mercer, of H.M.S. Ajax, respectively.

RUM TUB PLEA

A rum tub is urgently needed for a "Splice the Mainbrace" display which is being presented in July by Reigate Borough Unit Sea Cadet Corps and GNTC, T.S. Ark Royal, Rooley Lane, Redhill, Surrey. Can anyone help? Unit transport will collect the tub and return it safely, says Lieut.-Cdr. A. G. Davis, R.N.V.R. (retd.), who can be contacted on Redhill 65169 or 01-681-2424 (office).

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Left: Linking the past and present ... Bosun's mates from the "old" Ark Royal (Mr. J. W. Wood) and the present Ark Royal (AB Bunworth) join forces to pipe aboard those attending the reunion at Devonport on March 18 and 19.



Nostalgic trip for 'Old Arks'

In nostalgic mood, 170 former officers and ratings who served in the wartime Ark Royal — including Admiral Sir Hector MacLean, former navigating officer, and Capt. H. Traill, former commander flying — met on board the aircraft carrier H.M.S. Ark Royal at Devonport on March 18 and 19. Some of the "old Arks" were accompanied by their wives.

After a tour of the ship the visitors saw the 1972 film, "Iron Village," and then attended a performance by the Royal Marines Band who Beat Retreat and conducted the Sunset ceremony. The evening ended with dinner at the Moorlands Link Hotel, Yelverton.

On the following day there was a commemorative church service in the upper hangar with prayers for those who had served in the four Ark Royals from 1587 to 1978.

This was the "old Arks" second reunion (the first was in Portsmouth in 1972), but in view of the success of this occasion everyone agreed that it should not be their last!

OTHER REUNIONS

There was also a hint of nostalgia when former members of H.M.S. Sweetbriar (K209) held their reunion at Norfolk Court Hotel, Upper Norwood, London. Dinner was followed by a concert party and dance.

The first-ever reunion of serving and retired bosuns, now a vanishing breed, was held in H.M.S. Vernon. Guest of honour at the dinner was



At the reunion of wartime Ark Royals, Mr. W. F. H. Vatcher (left), a former chief cook who served in the third Ark Royal, met Mr. J. J. Finch, a former petty officer cook. They are pictured here in front of the silver bell which Mr. Vatcher presented to the Ark Royal. Mr. Vatcher explained that after the sinking of the third Ark Royal in November 1941, an emergency canteen committee meeting in Gibraltar decided to buy a silver bell from the balance of the ship's funds. It was to be presented to future ships bearing the name Ark Royal "in the hope that it would inspire the same feeling of fellowship that existed in the ship from 1939 to 1941."

Flag Officer Portsmouth, Rear-Admiral Wilfred Graham.

★ ★ ★

The second reunion of survivors of the cruiser H.M.S. Bonaventure, which sank nearly 40 years ago with a loss of 500 lives, was held at the Railway Inn, Saltash, on March 31.

★ ★ ★

A party of 29 ex-submariners, mainly from Ellesmere Port Branch of the Royal Naval Association, and Merseyside Branch, Submariners Old Comrades

Association, paid a nostalgic visit to Malta to relive memories of Service days there. During their stay they visited H.M.S. St Angelo and attended a dinner party at the Palazzo Pescatore, St Paul's Bay, with senior R.N. officers and their wives. They were welcomed at a sports night and disco given by senior rates of H.M.S. St Angelo and on Easter Sunday attended a wreath-laying ceremony at the Tenth Flotilla Memorial in St Paul's Cathedral, Valletta. The week proved so enjoyable that there are plans for a similar reunion in Gibraltar next year.

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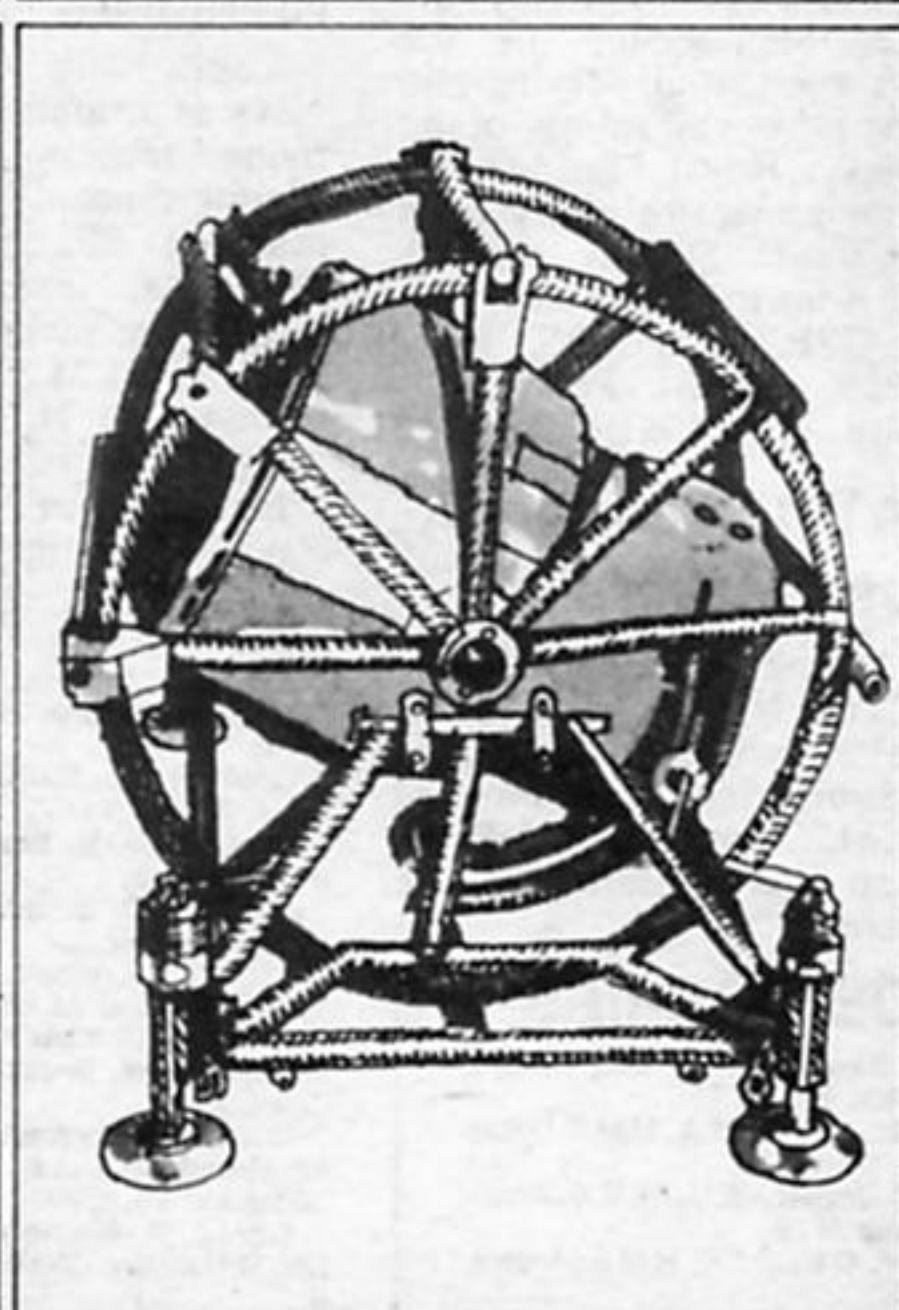
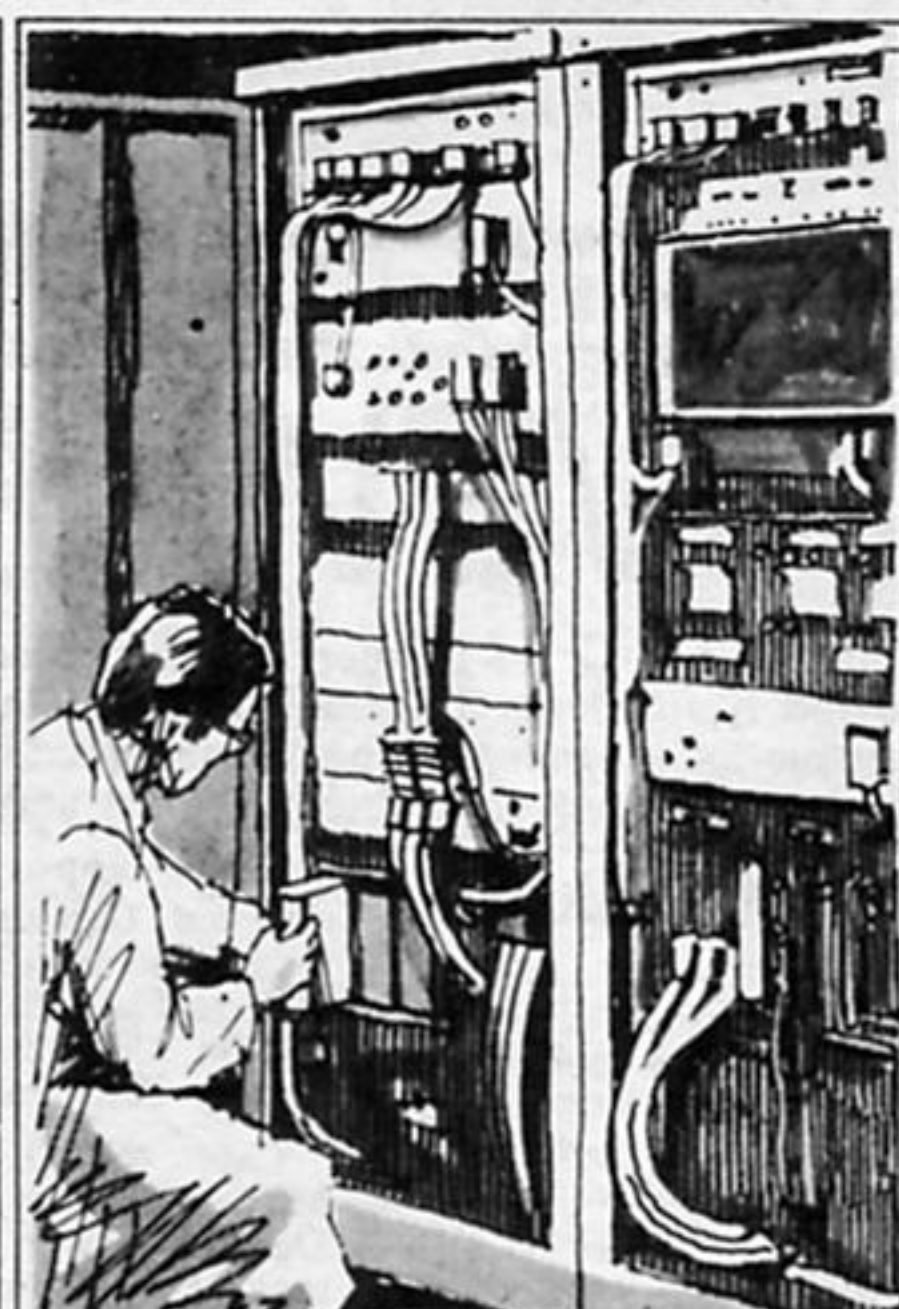
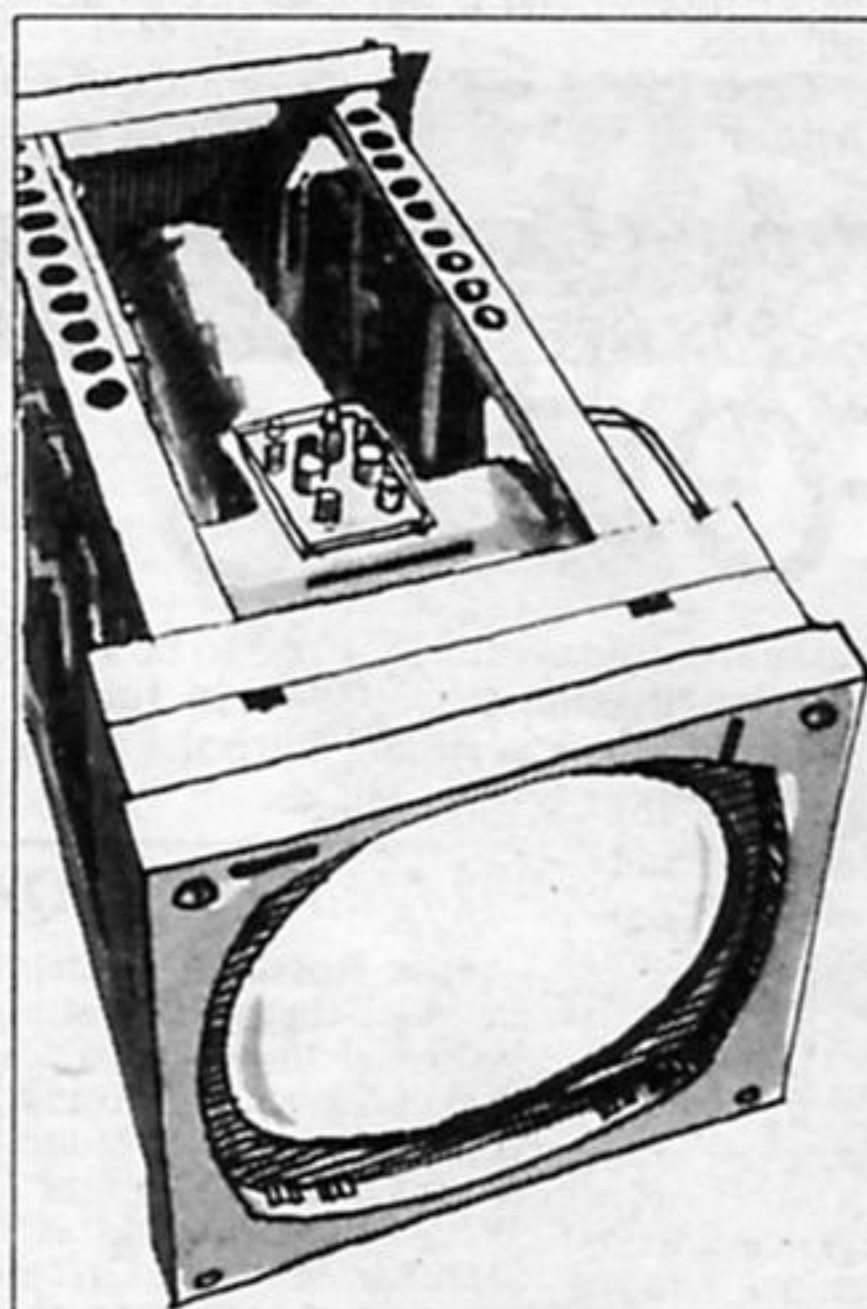
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Ben keeps on walking for cash!

Like the old cartoon favourite Felix the Cat, Shipmate Ben Haywood, of the West Bromwich Branch, Royal Naval Association, plans to keep on walking — from West Bromwich to John O'Groats, down to Land's End, and then back to West Bromwich. That's a total of 2,050 miles, seven miles more than the official British long-distance walking record which was set up in 1976.

Ben, who is 62 and served in the Royal Navy throughout the Second World War and also in the Korean War, will not be walking just for fun, of course. His aim is to raise cash for the Royal Naval Association, the Star & Garter Home, Richmond, and the Midland Aid Fund for the Infirm and Ailing (MAFIA).

His three-month marathon

is due to start at noon on Saturday, May 6, and Ben has confidently set his sights on an arrival date of August 6.

Last year Ben raised £1,000 for charities by walking from Land's End to John O'Groats and more recently he raised £100 for the Star & Garter Home by a sponsored jaunt to Stratford-on-Avon. So he has a good idea of what he is letting himself in for!

Sponsorship forms are available to any R.N.A. branches, R.N. ships and establishments, and any other interested organizations or individuals from The Secretary, R.N.A. Club, 108 Bull Lane, West Bromwich, West Midlands B70 9PB.

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OBITUARIES

Shipmate Bert Welch (ex-SPO), life vice-president of Bridport Branch, Royal Naval Association. Last surviving founder member of Bridport Branch, R.N.A. Served as chairman and treasurer for 20 years. Died March 3.

Shipmate Harry Slaughter, chairman and member of Sidcup Branch, R.N.A. for eight years. Died March 3.

Shipmate Donald Stuart (ex-CPO GI), Irlam & Gadishead Branch, R.N.A. Served 26 years in Royal Navy. Died March 9, aged 66.

Shipmate Alan Mortimer, Chesham & Amersham Branch, R.N.A. Died March 10.

Shipmate Jack Burn (ex-chief stoker), long-serving member and standard bearer of Darlington Branch, R.N.A. Served in Royal Navy, 1925-56.

Shipmate Jim Munn (ex-PO, MGBs), former chairman of Worcester Branch, R.N.A. Died March 11.

Shipmate Bill Watson, Purley Branch, R.N.A. Died March 18, aged 86.

Shipmate T. E. Brown (Lieut. ret'd., ex-signal boatswain), Hull Branch, R.N.A. Died March 18, aged 73.

Shipmate E. Elsom (ex-chief coxswain), Hull. Died April 9.

Shipmate Ron Jackson, Redcar Branch, R.N.A., and Teesside Branch, S.O.C.A. Served in submarines during Second World War. Died April 16.

NEWS FROM H.Q.

In his latest circular from the Headquarters of the Royal Naval Association, Capt. R. Tiddy, general secretary, reports...

As announced last month, the National Standard will be laid up, and a new one dedicated, at a Drumhead Service on Horse Guards Parade at 1100 on Sunday, June 18. The parade will assemble at Wellington Barracks. The service will be taken, in the absence of the Bishop of London, by the Rev. Kenneth Loveless, R.N.R. The Bands of Her Majesty's Royal Marines — Commander-in-Chief Fleet and Flag Officer Naval Air Command — will accompany the parade.

No. 1 area is promoting a dance after the Conference on Saturday, June 17, to welcome delegates and others staying over and those arriving early for the dedication of the National Standard the following morning. The dance will be held at the Elverton Street Drill Hall. Tickets, including buffet, cost £1.50 and can be obtained from No. 1 Area Social Secretary, Shipmate A. A. Walker, 71 Wolsey Grove, Edgware, Middlesex, HA8 0PN.

The next R.N.A. reunion will be held at the Royal Festival Hall, London, on Saturday, October 27, 1979.

Grimsby silver celebration



Silver from H.M.S. Grimsby, which was sunk off Tobruk in 1941, has been released by the Admiralty and is now on permanent loan to the Mayor and Corporation of Grimsby, for display in the Town Hall. A civic evening was arranged by the Mayor's secretary, Shipmate G. Wilkinson, who is a vice-president of the Grimsby and South Humberside Branch, R.N.A. During the evening members of the branch and six survivors of the Grimsby joined members of the

council and witnessed the formal handing-over ceremony. The Mayor then presented the branch president with a framed photograph of H.M.S. Grimsby (pictured above) for display in the headquarters, the Spider's Web. To complete a memorable evening the survivors were entertained by shipmates at a buffet-dance in the Springfield House, Bargate, where mine host is an ex-CPO, Phil Phillips.

Picture: Grimsby News



Left: Flashback to July last year, when Shipmate Ben Haywood received a warm welcome at Ludlow on Day 17 of his walk from Land's End to John O'Groats. Above: A handful of charity cash from Ben (on the left) for Shipmate Len Basford (centre), president of the West Bromwich Branch, and Shipmate Dave Maull (chairman). Ben raised the cash by walking to Stratford.

Picture: Warley News Telephone.

BRANCH NEWS

Bridlington

At the annual meeting the following shipmates were elected as officers: C. A. Braithwaite (chairman), G. Wade (vice-chairman), A. Martin (treasurer), J. M. Roberts (secretary). The retiring treasurer was thanked for his work over the past four years. Members are looking forward to an interesting year.

Bristol

During a successful winter season membership rose to its highest ever. On the social side the main feature included the annual dinner, which was attended by more than 60 shipmates and friends. This was followed by a dance attended by 170 shipmates and friends. Guests of honour were Vice-Admiral Sir Ernle Pope (National president of the R.N.A.) and Lady Pope, who were greeted on arrival by the branch president, Shipmate Capt. F. A. Williams, R.N.R. (ret'd.) and the chairman, Shipmate S. Haines.

Cleethorpes

The branch hosted a dinner / dance at Beacholme Holiday Camp which attracted 158 guests, including some from No. 9 Area and Hanworth and Enfield branches. During the most enjoyable evening Cleethorpes Branch plaques were presented to visiting branches and the guest of honour, the Deputy Mayor of Cleethorpes.

Gateshead

The inauguration of the branch was attended by 230 shipmates, wives and guests. The ceremony took place on January 29 on Board H.M.S. Calliope, headquarters of the Tyne Division, Royal Naval Reserve. Commodore A. L.C. Wilkinson, R.N.R. (ret'd.), a former commanding officer of H.M.S. Calliope, accepted the invitation to become the first president. Highlight of the ceremony was a display by the band of Hebburn Sea Cadets. The ladies of the branch provided delicious refreshments and thanks also go to CPOs Ted Torrington and Stan Oldfield, of the Royal Naval Reserve, for all their help. Future meetings of the branch will take place on board H.M.S. Calliope on the first Tuesday of each month.

Horley

After a long, hard struggle, the branch is back on an even keel. Members have attended a number of events including the Royal Marines band concert at the Royal Albert Hall and the laying-up of the Portsmouth Branch R.N.O.C. standard. The dance organized by the branch in March was a success, thanks to the support of Crawley and Cheam shipmates.

Newton Abbot

There was a packed house — 140 members and friends — for the celebration to mark the 21st anniversary of the branch. And an exciting and enjoyable occasion it proved to be. The attendance included five founder members — Shipmates Ree Rendle, Cyril Lewis, Roy Dolbear, Ron Hooper, and Tom McKeating. After prayers by the branch chaplain (the Rev. H. Kennen), Mrs. B. Fenton, wife of the first branch

president, cut the birthday cake. The toast to the branch was proposed by Shipmate W. G. Langridge, branch president, and the reply on behalf of the guests was made by Shipmate Ken Kennett, chairman of No 4 Area. Mrs. A. E. Millman, the oldest member of the ladies' committee, presented the branch chairman, Shipmate Ken Stephens, with a silver key, and a cheque representing £10 for every year of the branch's life.

Scunthorpe

Congratulations go to the branch treasurer, Shipmate Jim Bell, who has been elected chairman of No 9 Area. Some members travelled to Workop for the commissioning of the new branch. Members also enjoyed a supper party held by the Grimsby Branch in the Town Hall.

Wallsend

All praise to the ladies' section of the Wallsend Club comes from Mr. Frank Little, area secretary of King George's Fund for Sailors, who greatly enjoyed his visit to their meeting on March 2. He is grateful for the donation of £50 and for the hospitality he received.

Wear

After 12 years as No. 11 Area delegate Shipmate George Dawson was presented with a plaque. His successor as Area delegate is Shipmate George Bell. Another happy occasion was the presentation to Shipmate Dick Gleadhill, branch chairman, of a gold Life membership badge to mark his 20 years' service as chairman of No. 11 Area. Permission was received from the Royal Naval Association headquarters for the production of this badge, which is thought to be unique.

REUNIONS

A reunion of shipmates of the First Commission of H.M.S. Matchless has been arranged, in the form of a luncheon party, on May 20 at the Victory (Services) Club, Seymour Street, London. Shipmates and wives interested in attending should contact Cdr. J. Mowlam, R.N. (ret'd.), 5, Crescent Road, Alverstoke, Hants. Tel. Gosport 82544.

H.M.S. Ceylon's last commission reunion (1958-1960), will take place on board H.M.S. Belfast at 1830 on Friday, May 19. For details contact Cdr. Rex Record, 2, Cowdray Drive, Goring-by-Sea, Worthing, West Sussex, BN12 4LG, or Cdr. John Bingham, Portsmouth Dockyard, extension 22397.

H.M.S. Figsard's band reunion will take place in H.M.S. Figsard on Wednesday, August 16, when an open evening is to be held before the Passing-Out Parade next day. Any former apprentices or band members wishing to attend write to Lieut. A. Hogarth, Band Officer, H.M.S. Figsard, Torpoint, East Cornwall.

The 1st Narvik Association will be holding their annual reunion dinner and dance at the Union Jack Club, Waterloo, London, on Saturday, May 27. All ex-members of ships which took part in the first and second battles of Narvik in April, 1940, are invited. Tickets are available from the secretary, Mr. C. Cope, "Narvik," 1, Valley Road, Exwick, Exeter, Devon.

A memorial service for those who died when the cruiser H.M.S. Edinburgh was lost in the Arctic in 1942 will be held in Rhyl on Saturday, April 29. Details are available from Mr. Bill Daly, 70 Roundwood Way, Banstead, Surrey. Telephone Burgh Heath 54213.

Sorry shipmates, but due to pressure on space, the "Calling old Shipmates" feature and some items of branch news will appear in the June issue.

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PEOPLE IN THE NEWS



Philae plaque's a team effort

A magnificent bas-relief plaque has been produced by graphic officers at H.M.S. Vernon to commemorate the work of Royal Navy divers in recovering ancient Egyptian monuments from the waters of the Aswan Dam.

Pictured at work on the plaque are (left to right) Mr. PERCY SKEDGELL, Mr. BOB EAMES and Mr. HOWARD ROSE. With Mr. BERT CHANDLER, a calligraphist, the trio formed a particularly appropriate team for the job. Mr. Rose is an expert modelmaker, Mr. Skedgell has a degree in ancient history, and Mr. Eames is the design expert.

First hand information on diving techniques used at Philae was provided by the Captain of H.M.S. Vernon, Capt. MIKE O'KELLY, Lieut.-Cdr. DAVID BARTLETT, Lieut.-Cdr. RALPH MAVIN and Cdr. JOHN PARRY.

In the picture, Mr. Rose is seen working in plasticine on a panel depicting the Philae diving operation. This was later cast in fibre glass, given a bronze antique finish and inserted into the centre of the plaque.

Mr. Skedgell is holding the diarammic-style sculptured panel of the Isle of Philae, later fitted into the top of the plaque. Finally an inscription in English and Arabic was slotted into the bottom panel to complete the plaque before it was presented to the Egyptian Ministry of Culture.

Picture: John Cunningham



Meet two lads for whom painting means more than splashing pusser's grey against the side of a ship. NA(AH) LEN HUTTON (above) is a member of H.M.S. Ark Royal's flight deck party and is seen here engaged in his favourite hobby, painting pictures while listening to music on his earphones. No

Paint Navy

prizes for guessing Len's favourite subject. It's Cilla Black of course.

Picture: LA(Phot) Colin Morgan.

Our other artist is STD PADDY O'DONNELL (below left), seen presenting his painting of H.M.S. Dark Gladiator to CPO TOM FOLLEY, coxswain on the staff of FOCAS, and a former coxswain of the fast patrol boat.

Picture: LA(Phot) Chris Beech.



During H.M.S. Hydra's visit to Bombay two sets of brothers had the chance to get together when Portsmouth Fleet Maintenance Group flew out to help with the ship. From left to right are Shipwrights CHRIS WRIGHT (Hydra) and PETER WRIGHT (FMG), and MEA1 JER WILLIAMS (Hydra) and

ME1 JER WILLIAMS (FMG).

The Wright brothers have never served together and last met five years ago. Hydra, in company with HMS Hecate, later returned to the Gulf of Oman to continue their survey work.

Picture: LA(Phot) Doug Wigfield.

Morleys in the news

LRO JOHN MORLEY, of H.M.S. Hermione, and his wife, ANNE, are both in the news. John won the £25 first prize in an essay competition, and Anne has received an R.A.F. New Year Honours List commendation.

Anne has been a leading light of R.A.F. Stanmore Park's All Ranks Wives Club since 1975, and is now its chairman. She is also organizer of the local ladies' keep-fit class, and for more than a year has been headmistress of the air station's nursery school.

Two long-serving brothers were re-united when Master-at-Arms GEORGE SUMMERS of H.M.S. Hecla made an acquaint visit to the Forces Postal Depot, Mill Hill. There he met brother Lieut. DAVID SUMMERS, officer in charge of the Naval Mails Branch. Between them, the two have 63 years of service.



The Commander-in-Chief Naval Home Command, Admiral Sir DAVID WILLIAMS, had a work-out and a working lunch when he visited H.M.S. Figsard. The work-out, with Figsard desk officer Lieut.-Cdr. NIGEL MISKIN (right) was on apparatus in the establishment's Multi-gym.

Neptunes in their element



How low can you get! Some people will do anything to get their faces in Navy News, but this lot really sunk to the depths. Pictured by LA(Phot) PETER BROWN in the deep end of their swimming pool are the Sportsdrome staff of H.M.S. Neptune. In the front row, left to right, are POPT TAFF FINNEMORE, POPT JIM STOREY, Lieut. STAN GOODRIDGE, and LPT BARRY LAMKIN. Back row — POPT ROBIN STAFFORD, POWren PT NUALA AHERN, CPOPT MICKY PEACOCK, and POPT PHIL RICHARDS.

PEOPLE IN THE NEWS

Picture: LA(Phot) Denny O'Toole.

Picture: PO(Phot) Peter Holdgate.



H.M.S. Nelson's first female bosun's mate reported for duty last month. She is Wren SA RITA WILSON, who works in the Nelson clothing store. During the night watch one of her jobs was collecting and broadcasting information. Rita is married to WTR DAVID WILSON, who works in the nearby pay office at Nelson.
Picture: LA(Phot) Gordon Ford



You can't keep famous faces out of Navy News — or from reading it! FRANKIE VAUGHAN (above) seemed to enjoy the paper, but we are not certain about JACK HOWARTH (right), Coronation Street's Albert Tatlock. Frankie Vaughan met Navy News and AB MARCUS CODRINGTON (left) and AB CAROL MOORE when he starred on the 1,000th edition of the television programme Pebble Mill at One. The lads

are members of the Royal Navy display team, which also appeared on the programme. Jack Howarth, and his wife

Betty, saw the paper when they went on board H.M.S. Lowestoft while the ship was visiting Madeira.

Picture: Mike Mulholland.

Another famous face in Navy News is JIMMY SAVILE, pictured above at R.A.F. Honington for a farewell party to mark the departure of 809 Naval Air Squadron, now embarked in H.M.S. Ark Royal. Jimmy had a flight in one of the squadron's Buccaneers, piloted by Cdr. FRED DE LABILLIERE.

Eight young cooks from the R.N. Cookery School at H.M.S. Pembroke made and decorated 4,000 sugar Easter eggs at the Ideal Home Exhibition and sold them to raise £3,791 towards providing telephones for the blind. Our picture shows television personalities CLIFF MICHELMORE and his wife JEAN METCALFE receiving a cheque on behalf of Telephones for the Blind. Looking on (left to right) are junior assistant cooks STEPHEN FLACK, PAUL PRESTON, DERMOTT RUDDY, and MARTIN SMITH. Other JACKS involved were PETER JAMES, VICTOR YOUNG, PAUL DOOLEY and PETER KEMP.



Watneys sponsored fours darts championship is just what they wanted ... H.M.S. Excellent's Fleet and CPOs' Mess darts team seem happy to get their hands on the trophy after winning the final of this annual competition open to senior rates messes in the Portsmouth Command. Excellent beat H.M.S. Sultan in a close final at H.M.S. Dolphin. In the picture are (left to right) PO PETE WILLIAMS, CPOWTR BARRY KNOWLES, REA DES WEBSTER, FCEA GERRY BEALE (mess president) and CPO(Phot) RUSS WHALLEY (darts captain).



Pictured at H.M.S. Tamar are two British exports to America — MEA1 TAFF POTTS and the U.S.S. Beaufort. Taff is the only Royal Navy rating serving in a Pacific-based American naval vessel, and wears an American uniform with R.N. insignia. He is serving in the Beaufort to provide expert knowledge of her four British Paxman diesel engines. The Beaufort is a specialized salvage and recovery vessel built in Britain for the U.S. Navy in the late 1960s. Taff's wife, TERESA, and two children, are living in Hawaii, near Honolulu, while he is in the Beaufort.

The Rev. TREVOR LYNN, chaplain of H.M.S. Blake, had to face the movie cameras while the ship was on passage from Rosyth to Portsmouth. A film unit crew joined the Blake to shoot scenes for a documentary to be called "Chaplain R.N." Film unit liaison was handled by the Rev. JOHN OLIVER.



The diving team at the Clyde Submarine Base, Faslane, asked Netherlands Liaison Officer Lieut.-Cdr. RUDY LAMBERTS to present a clearance diver badge to newly qualified SEA STEPHEN CLEGG, who put on his best kilt to celebrate the occasion. Stephen has now been drafted to H.M.S. Bossington.



The dental surgery at R.N. air station Cudroze is tailor-made for its job. In charge is Surgeon-Cdr. GUY TAYLOR (with beard), ably assisted by Surgeon-Lieut. STEPHEN TAYLOR (left) and Wren DSA DENISE TAYLOR. In case you are not confused enough already, the patient at their mercy is CMA GEOFF TRAYLOR.
Picture: Wren (Phot) Anita Smith.

AIR MECH1 K. G. HUMPHREYS where are you? A little girl has found your Long Service and Good Conduct Medal on a pavement in Fratton, Portsmouth. LEIGH-JANE, eight-year-old daughter of POMEM H. R. J. RUSSELL of H.M.S. Hubberton, picked the medal up and is anxious to see it returned. Details on the medal reveal that it belonged to F931856 K. G. Humphreys, AIR MECH1, of H.M.S. Condor, the former R.N. air station at Arbroath.



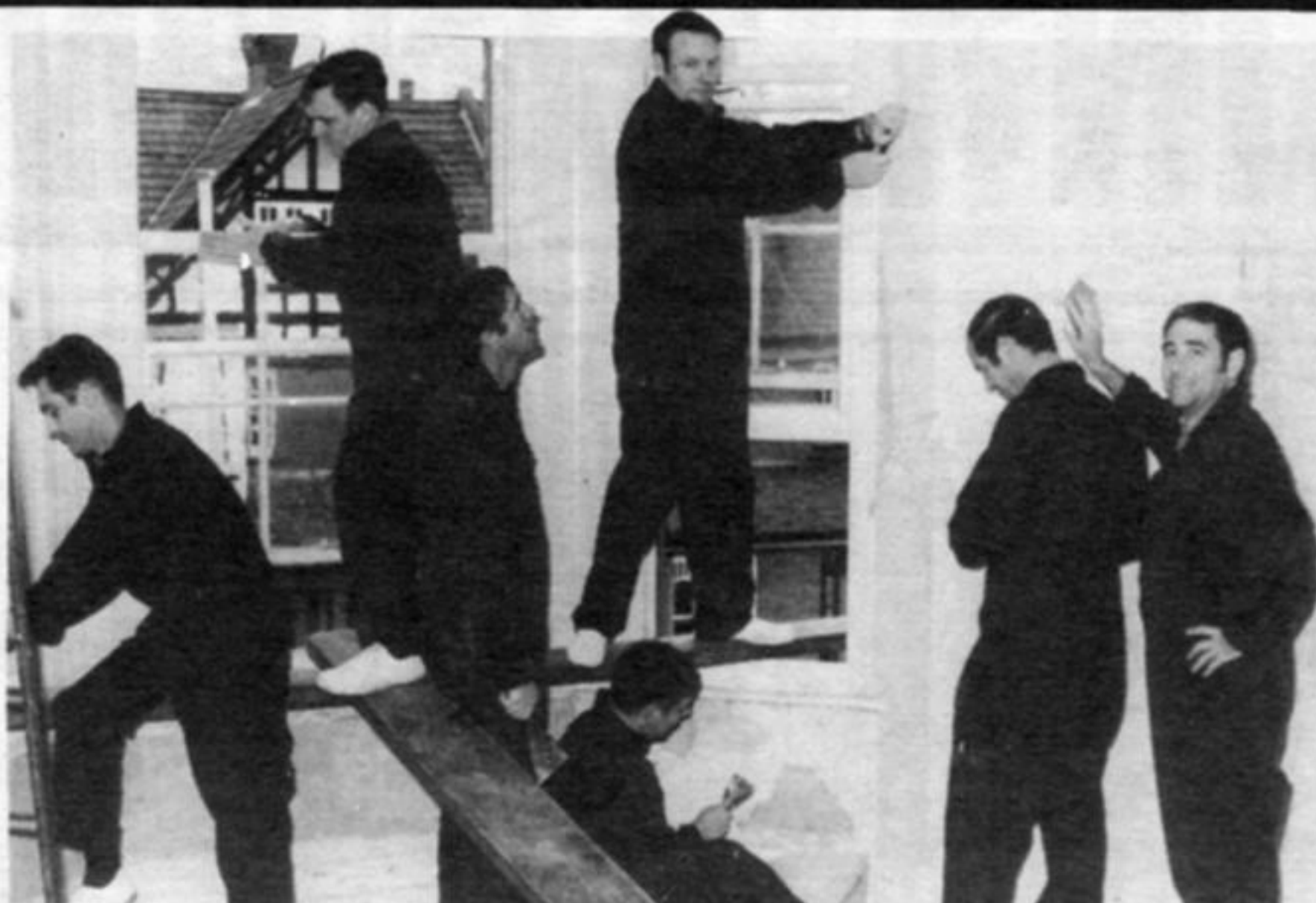
Picture: CPO Eric Hawkes.

HELPING HANDS . . . HELPING HANDS . . . HELPING HANDS . . .

Home decorating can take days or weeks, depending on how keen you are on the job! With careful planning, team work, and plenty of enthusiasm it can be completed in a matter of hours, as seven SD officer candidates from St George Division, Britannia Royal Naval College, DARTMOUTH, have proved. Working around the clock they completely redecorated three rooms of the Red Cross House, Paignton, in just 24 hours.

The team, comprising four Royal Navy and three Royal Australian Navy candidates, stripped old wallpaper, repaired the plaster, sanded the walls, and painted them — as shown in this "composite" picture by Charles Risk.

During their marathon D-I-Y exercise they provided some of their own equipment and prepared their own meals.



When the senior rates of H.M.S. GRAHAM, Headquarters of the Clyde Division, Royal Naval Reserve, heard about plans to send a 12-year-old Glasgow boy, Raymond Ward, to a Swiss eye clinic for treatment, they invited Raymond and his parents to visit the headquarters and presented him with £30. The junior ratings' mess later added a donation of £25.

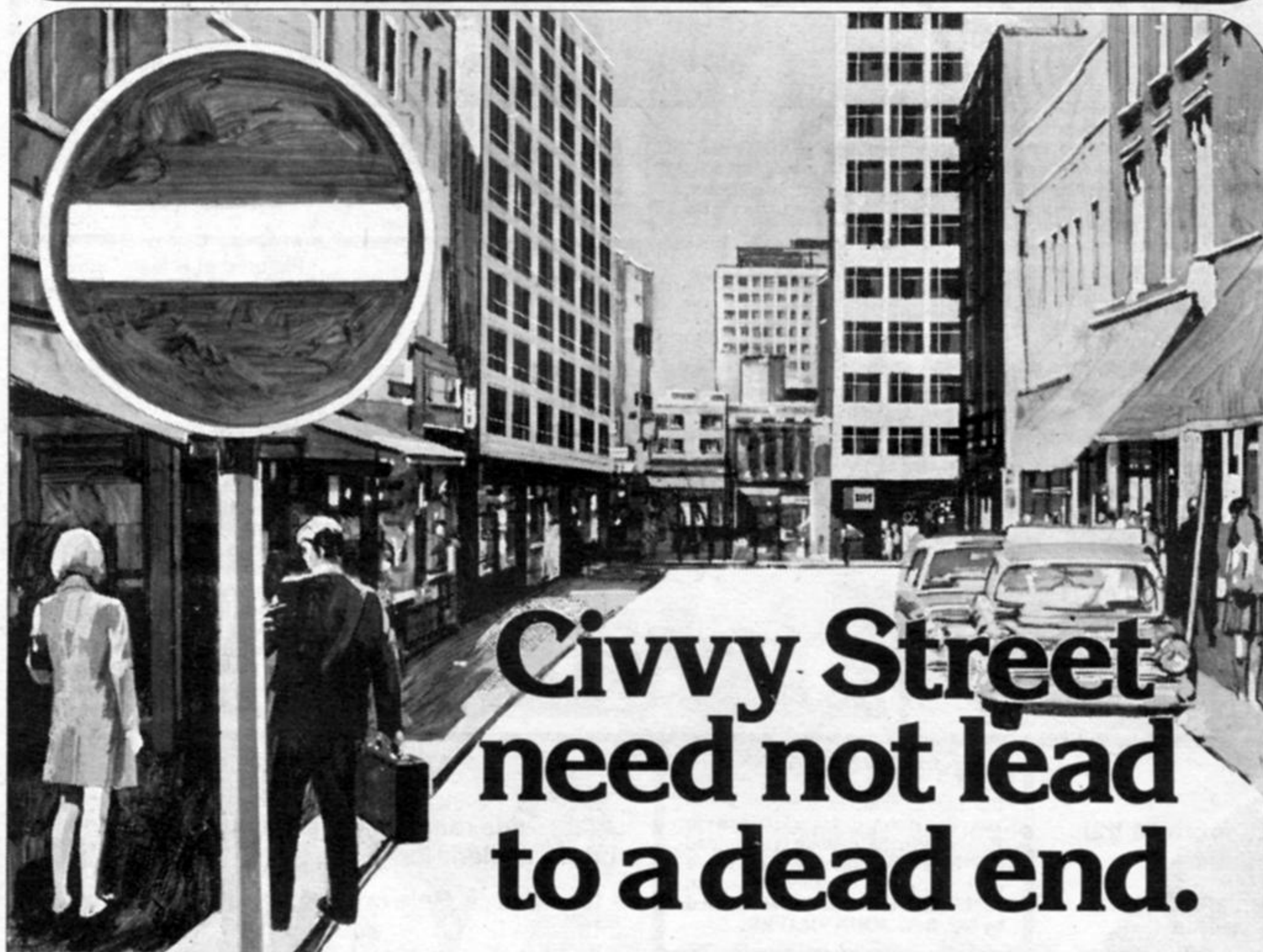
Portsmouth Lacey Lodge, a residential home for mentally handicapped adults, have received £400 from the Plotting and Radar Instructors Association to provide a hairdressing salon for the residents. The 250 serving and retired Instructors and SD officers in this social association based in H.M.S. DRYAD raised the money by collections, raffles, sponsored walks, and a Christmas draw.

A disco held in the COLLINGWOOD CLUB raised £276.50 for the Multiple Sclerosis Research Fund. The cheque was presented to Mrs. Diane White, the wife of MAA White, of H.M.S. Collingwood. Mrs. White is transport officer of her local MS committee.

H.M.S. COLLINGWOOD'S REVIEW TEAM gives

performances of naval and general comedy sketches to old folks, hospitals and other organizations. They charge no fees, but prompt audiences to donate money voluntarily to their Revue Fund from which donations are made to selected charities.

The SULTAN CLUB in H.M.S. Sultan has raised £100 for the Gosport and Fareham Branch of SSAFA.



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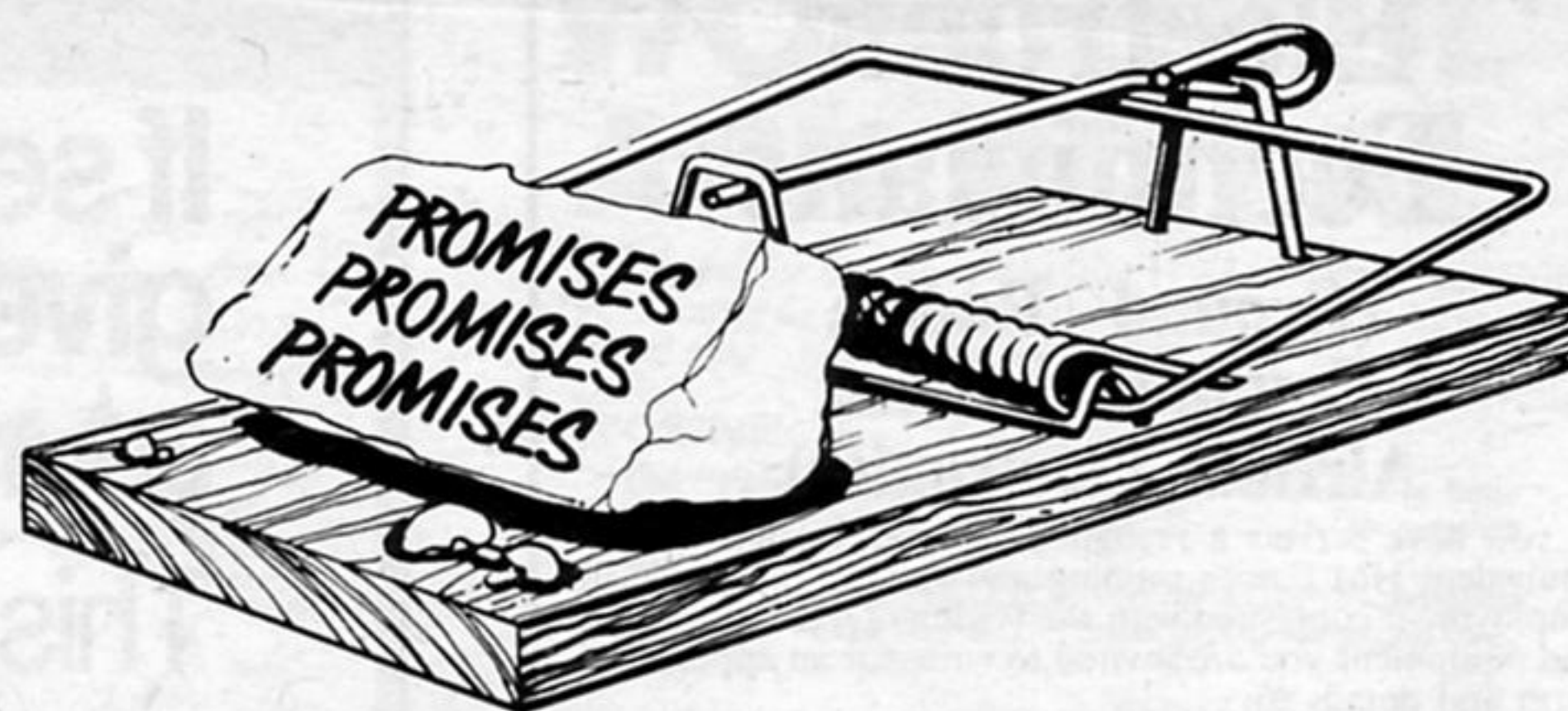
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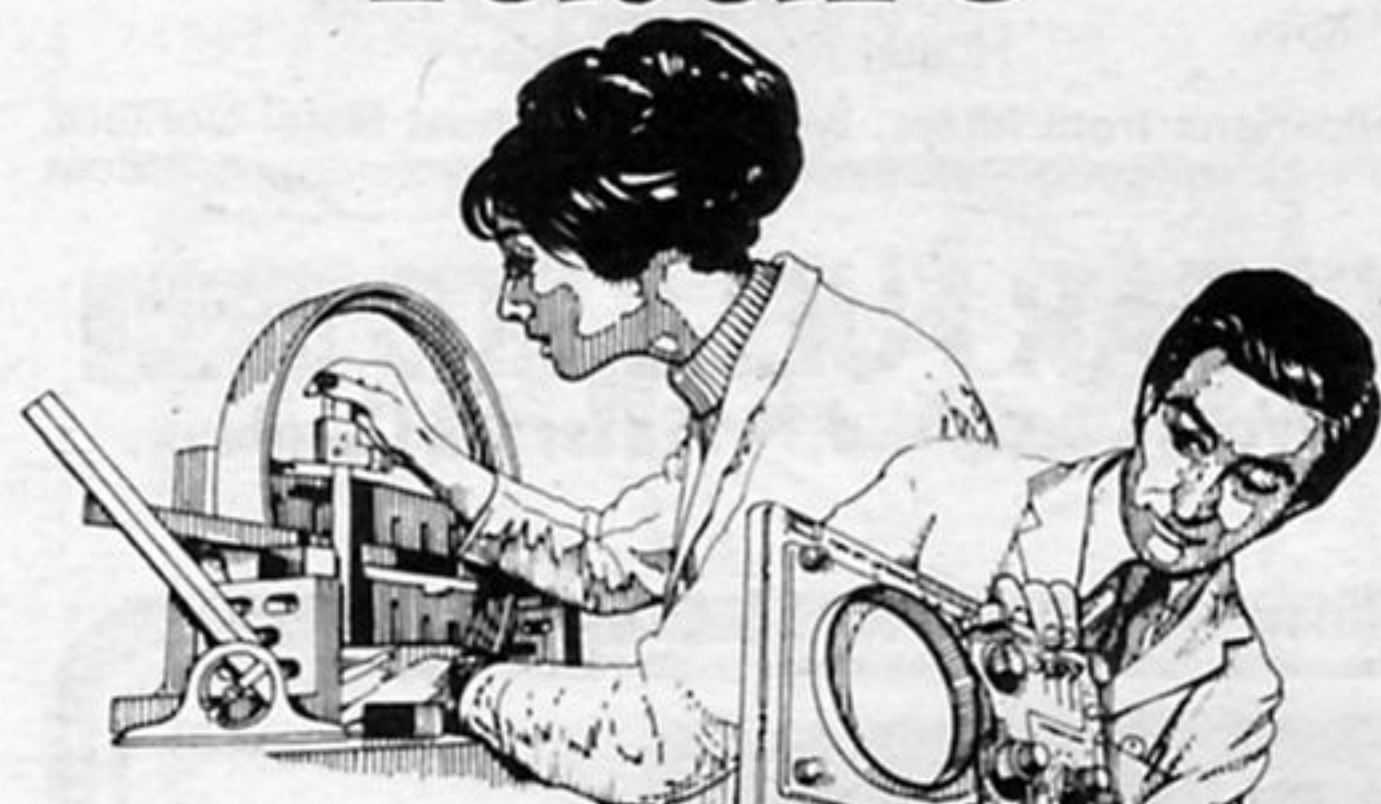
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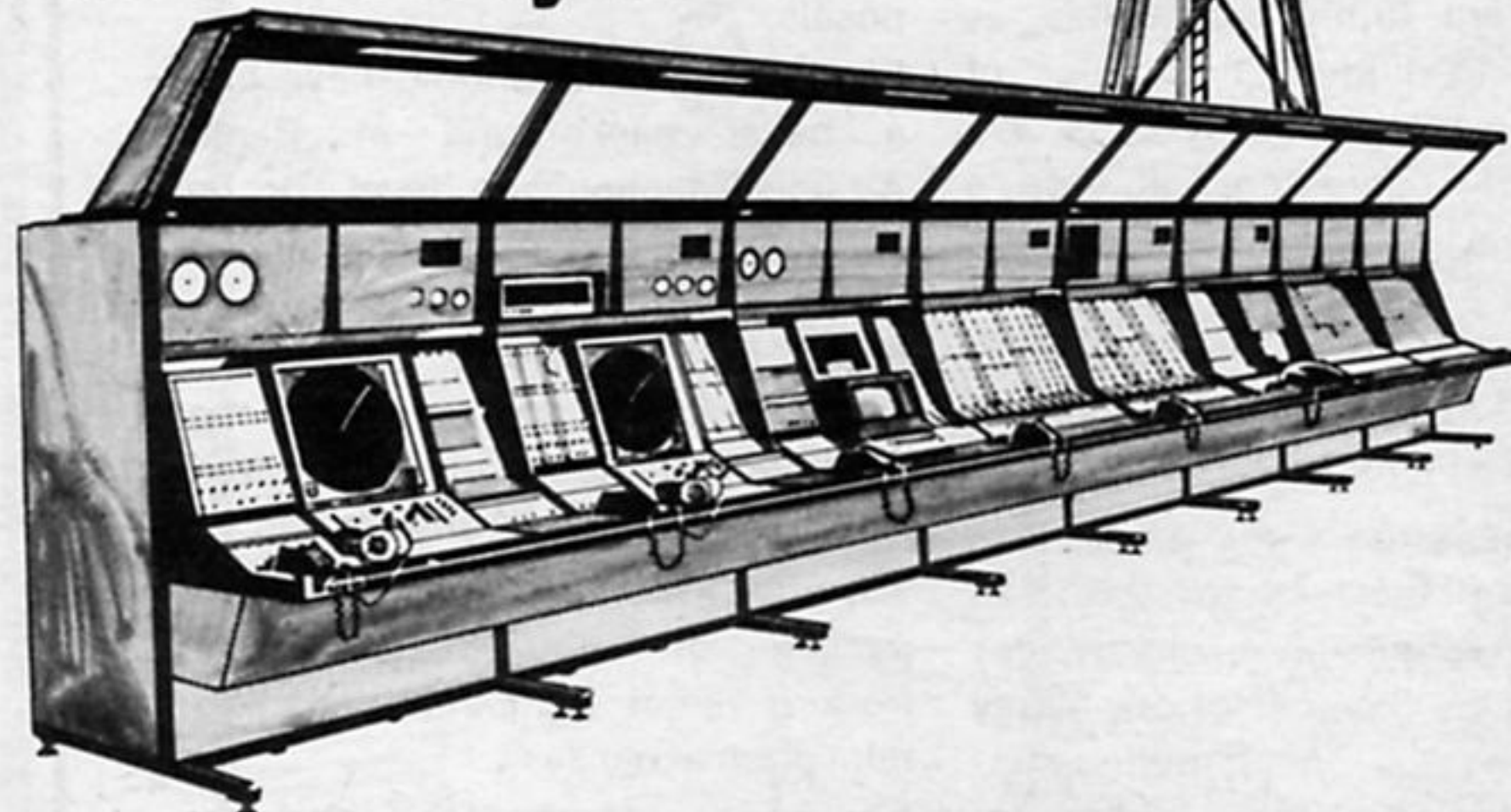
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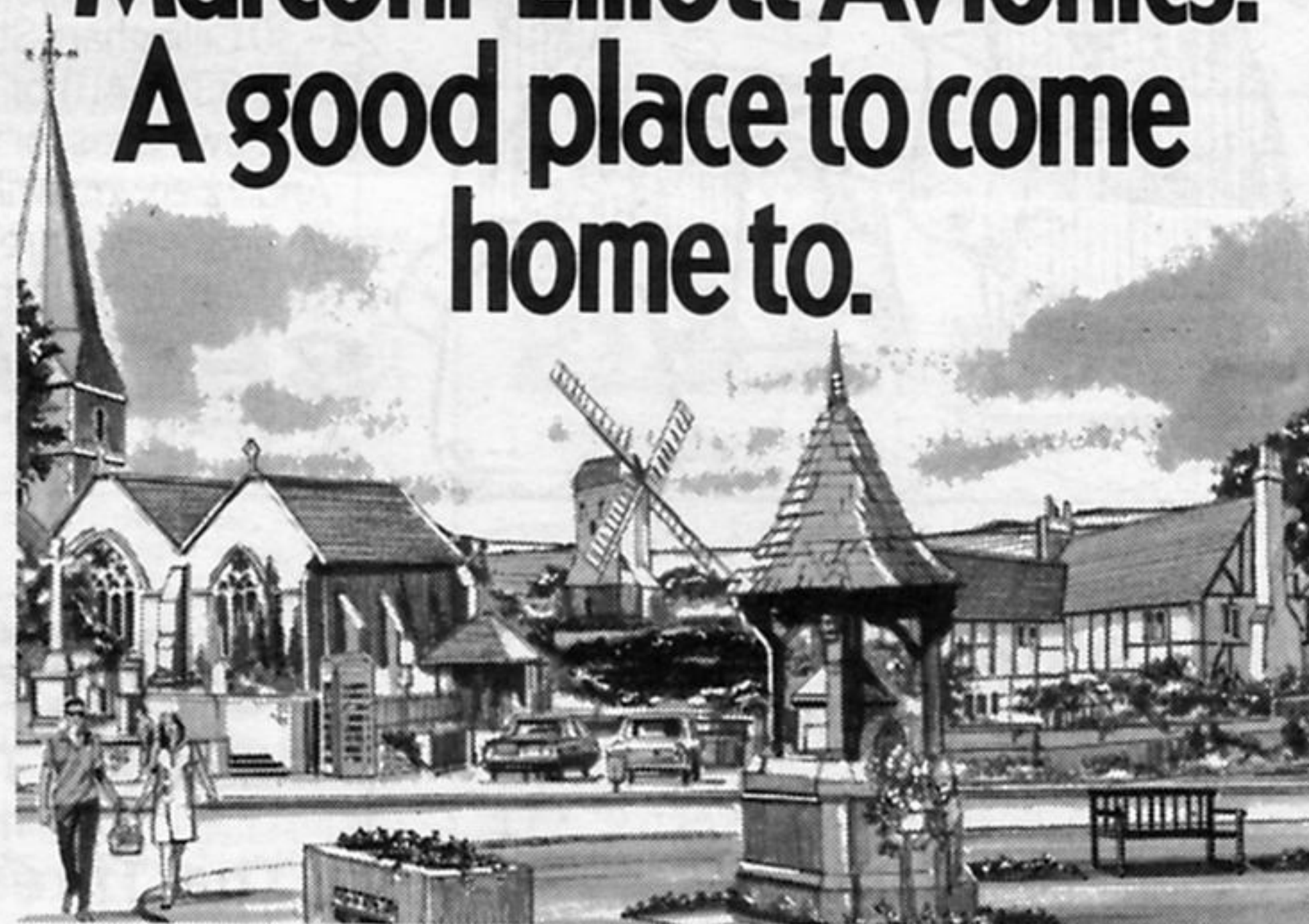
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SPORT

Hot shots win for 12th year

Portsmouth and Medway A won the Inter-Command smallbore rifle match for the 12th year in succession. To complete the domination, their second string were runners-up for the second year running.

Air Command avoided the wooden spoon for the first time in four years while Plymouth and Scotland dropped to fourth, their lowest position for six years.

Highest individual score of 393 out of 400 was made by Cdr. Peter Porbert (H.M.S. Mercury) and CPO John Krumins (H.M.S. Aurora).

Air Command won the Inter-Command smallbore pistol title for the third year in a row, followed by Portsmouth and Medway and Plymouth and Scotland.

The N.S.R.A. Diamond Jubilee Bowl for the highest individual score was won by CPO George Everitt (H.M.S. Daedalus) with 554 out of 600, three points more than last year's winner, FCCEA Dusty Miller (H.M.S. Pembroke).

REED, AGAIN

The Navy's smallbore pistol champion is CPO Mick Reed, again. The man from H.M.S. Heron took his fifth successive title to set up a record that will take some beating.

CPO John Gamblin (Heron) finished second after a shoot off with FCCEA Dusty Miller.

LAM John McDermott won the short range rifle championship at his first attempt to ensure both rifle and pistol trophies will be housed at H.M.S. Heron.

SHOOTING

PO Mick Restall (H.M.S. Dryad) was runner-up.

H.M.S. Daedalus kept the Sussex Cup in their trophy cabinet by beating H.M.S. Sultan in the final of the Inter-Establishment smallbore pistol competition.

Daedalus have now won the Sussex Cup six times in the last seven years, and 11 times in all. No other establishment has won the competition more than once.

H.M.S. Excellent beat the holders, H.M.S. Collingwood, by one point in the final of the Inter-Establishment rifle knockout competition. Scores were 781 to 780.

CRICKET PROSPECTS

Royal Navy cricket is looking for younger talent and for the first time is fielding an Under-25 team. It is hoped this will provide a nucleus for the full Navy side in years to come, writes Derek Oakley.

A two-day trial match and three representative matches have been arranged for the U-25s this season, including one against the R.A.F.

Lieut.-Cdr. John Dunt and Lieut.-Cdr. John Lucas, both of H.M.S. Collingwood, will be running the side, with Lieut. Tony Ellis (BRNC Dartmouth) looking after West Country prospects.

As a result of an initial probe, several young cricketers have been forthcoming and it is hoped to encourage them into Command and United Services sides this season.

Names are still needed for the first trial at RNEC Manadon on May 20-21.

Sheffield festival

H.M.S. Sheffield won the soccer and came second in the rugby during the Fleet Easter sports festival held at Portsmouth. H.M.S. Antrim's two sides finished second and third in the soccer, with the Intrepid fourth.

H.M.S. Blake won the rugby, with Finwhale third.

River race

Two Portsmouth Command teams did themselves proud in the annual Head of the River race rowed over the same course as the university boat race — only in the opposite direction.

The senior crew finished a creditable 360th out of 419 of the country's top crews. The novice crew finished 393rd and recorded a time of 24min. 45sec. over the 4½-mile course.

For the first senior representative match of the season, the Navy are relying on the "older hands" against Oxford University in The Parks. For the second year, Lieut.-Cdr. Ken Langley (H.M.S. Dolphin) will be skipping the side from behind the stumps, while Lieut. Mike Robinson (H.M.S. Seahawk) will be captaining Combined Services for the third successive year.

One bright prospect who should be available is Lieut. Charles Gilbert, a stylish left-hander and occasional leg-break bowler. He was 12th man about three years ago but has been seagoing almost ever since.

The Inter-Command, which is being run by the Royal Marines, will take place in the Portsmouth area from June 8-10, and the Navy Cup, which has 38 teams entered, will be well under way by that time. With better weather and harder pitches than last year, this could be the Royal Navy's year.

Tennis team well beaten

Despite encouraging signs during winter coaching, a Navy men's team disappointingly won only one of eight matches during an Inter-Service B tennis tournament at Aldershot.

RO1 Hugh McGuinness (H.M.S. Bulwark) played very well to beat the Army number one, serving strongly and attacking with deep ground shots. But against the R.A.F. first string he lost confidence and won only two games in the match.

Others in the Navy team were Lieut. Peter Holt (RNEC), Surg.-Lieut. Steve Davis (H.M.S. Collingwood), and Mid. Rob Bolton (BRNC, Manchester University).

The Navy's tennis coaching manager, Cdr. Alan Spruce, has been impressed with the improvement shown by players who have attended intensive coaching week-ends during the winter. Covered courts at H.M.S. Daedalus have been well used by up to 20 players at a time.

Badminton surprise

The first meeting between a Plymouth Command badminton team and a team from the Britannia Royal Naval College produced some fine skills and a few surprises for the Command team.

Plymouth won all four singles, but found the doubles a rather different story. The College won eight of the nine doubles matches to finish as overall winners by 8-5.

Excellent gather in the silver

H.M.S. Excellent soccer teams have been gathering in the trophies in recent weeks. They won the United Services League Junior Challenge Cup final against H.M.S. Intrepid after trailing by two goals early in the match.

But Excellent struck back with three second half goals to take the trophy.

More goals by LCKs David Wooldridge and Barry Llewelyn (2) gave Excellent a 3-1 victory over H.M.S. Dolphin in the final of the Portsmouth Command Supply and Secretariat Knockout Cup competition.

COLLINGWOOD

Navy Cup champions H.M.S. Collingwood crashed 4-0 to R.A.F. Brize Norton in their first match of the Naafi Jubilee Cup champion of champions soccer tournament.

To stand any chance of winning the cup, Collingwood will have to beat 39 Field Regiment on May 4 by a hefty margin. The cup goes to the team scoring the most goals during the tournament, and decides which is the best unit soccer team in the Armed Forces.

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SPORT

The good news column!

Good news from this month's Kermit's Korner! The Navy rugby team won both its tour matches in Holland and returned to find it still had an interest in the Inter-Service championship, writes Mike Vernon.

By beating the R.A.F., the Army ensured a triple tie for the 1978 championship, with the Navy, as 1977 winners, continuing as holders.

First match of the Dutch tour was under dim floodlights against Netherlands B. Trys by Paul Dunn, Derek Pulford,

Paul Lea and Steve Turner contributed to a convincing 18-0 win for the Navy.

The big match against the full Netherlands side, the Impalas, provided a more searching test, specially when the young Dutchmen scored after 20 minutes.

During the next 45 minutes the Navy's experience and ability to absorb pressure proved crucial. A penalty try awarded for obstruction on Paul Lea, a John Ackerman try, and conversions from John Leigh and Mick O'Shea — who also kicked an important penalty — enabled the Navy to achieve a victory of some character by 15-7.

RUGBY

Nelson's biathlon triumph

H.M.S. Nelson, represented by POPT Tim Kenealy, LMEM Ray Anken and MEM Danny Boon, won the Navy's biathlon championship held at H.M.S. Raleigh. POPT Kenealy, who finished 24th for Britain in a senior pentathlon international in Paris last month, was the clear individual winner of the Raleigh event.

MNE Chris Nesbitt led the CTCRM A team into second place, and himself finished second in the individual placings. H.M.S. Temeraire were placed third, with MEM Jim Nowak their highest placed individual also third.

Anken and Boon finished fifth and eighth to put Nelson nearly 900 points ahead of second-placed CTCRM.

The junior competition was won by H.M.S. Daedalus with H.M.S. Dryad second.

Sporting Ark out of luck

H.M.S. Ark Royal won through to the final of every Maxi-Ship competition this year, but won none of them.

With Lady Luck deciding to cast her favours elsewhere, the Ark sportsmen lost the hockey final 3-2 to H.M.S. Bristol, the rugby 16-6 to H.M.S. Blake, and the soccer 3-2 to H.M.S. Norfolk.

DEPLOYED

The football final was the Ark's last sporting action before the ship deployed. It was a tense and exciting final played at Brickfields, Plymouth.

Norfolk took a two goal lead before the Ark pulled them back in front of a large and noisy crowd. With extra time looking inevitable, Norfolk scored the winner in the last minutes of the game.

Marathon men in action

Lieut. Barry Heath, R.M., finished 25th out of 5,000 starters in the famous Boston Marathon run in the United States. His time of 2hrs. 18min. 27sec. put him less than eight minutes behind the winner.

Back at cold, windy R.A.F. Swinderby, Lincolnshire, Navy runners did very well in the R.N. and Inter-Services marathon. If there had been a unit team championship, H.M.S. Osprey would have won it by miles.



Lieut. Trevor Ward pictured on his way to the Navy table tennis singles title.

First table tennis titles

Lieut. Trevor Ward (H.M.S. Collingwood) won the singles title at the first Navy table tennis championships, staged last month at H.M.S. Collingwood.

Portsmouth won the Inter-Command championship the previous day, beating Plymouth 14-1 and Naval Air 12-3. Portsmouth's team was Lieut. Ward, REA App Lam Lum Chew, ASTD Andy Martell, JS Andy Murray, JOEM Tony Feather and RAE3 Mick Middleton.

Lieut. Ward beat LWTR I. Burks (Culdrose) in the individual final, while two Portsmouth players contested the Under-19 singles final. JOEM Feather beat JS Murray in straight games to win this title.

Murray and REM S. Reilly (H.M.S. Fearless) beat REA App Chew and OEA3 G. Yu (Collingwood) to take the men's doubles.

The veterans' singles were played as a round robin, with Lieut. J. Stringer (H.M.S. Neptune) proving the eventual winner.

First of the 100 competitors home was L-Cpl. Wilson (Army) in a course record of 2hr. 22min. 9sec.

First Navy runner to finish was POEL(A) Colin Carthy (H.M.S. Osprey) in 2hr. 30min. 29sec. Carthy was lying tenth with about ten miles to go, but finished fourth as his hard training paid dividends on the home run.

POREL Dick Tracey (H.M.S. Tartar) was second for the Navy in his first marathon, and 19th overall. Osprey's CPO Eddie French was next across the line to pick up third Navy championship medal. Fourth-placed Navy man was Lieut. Alvin Rich, also of Osprey.

Lieut.-Cdr. Bob Pape (H.M.S. Sultan), now 54 years young, completed his 53rd marathon in 2hr. 59min. 17sec., but was just pipped for the veterans' prize by a 40-year-old R.A.F. competitor.

NEW TRACK

Forthcoming athletics meeting for the Navy include matches against the Army and London University at Motspur Park on May 10, and against Cardiff and Exeter Colleges at R.N. air station Yeovilton on May 17. The latter event will also see the opening of the air station's new track.

R.N. air station Culdrose cross-country runners ended a hard season by winning the last aggregate meeting in the Plymouth Command U.S. League. This success was achieved just three days after the team had retained its Cornwall title in the second Duchy marathon.



The H.M.S. Blake backs (darker strip) go on the attack during their Maxi-Ships Rugby Cup final against H.M.S. Ark Royal at U.S. Portsmouth. Blake won by 16 points to six in a hard-fought game that started in torrential rain and finished in bright sunshine.

Score at half-time was 6-6 with a try by CMEAP1 Jeff Rodd, cancelling out two earlier Ark Royal penalties. In the second half LWTR Russ Russell scored in the corner for Blake, and Rodd kicked two penalties.



Line-out action during the Midi-Ships Rugby Cup final between H.M.S. Torquay (darker jerseys) and H.M.S. Brighton at Dartmouth. Torquay won 26-7. Picture: Charles Risk.

TORQUAY TRIUMPH

H.M.S. Torquay won the Midi-Ships Rugby Cup with a convincing 26-7 win over H.M.S. Brighton at BRNC Dartmouth.

Torquay's early pressure in a fast and open game paid off with a try after five minutes, and hard running by the back row and three-quarters led to two more tries by half-time.

The Brighton attacked with renewed vigour at the start of the second period, and were kept out only by good loose play

by the Torquay forwards. Torquay forced the ball out of defence and scored another try when the backs moved the ball quickly from a line-out.

Brighton scored through a try by Patterson, who also kicked a penalty. Torquay's try-scorers were REM Wilson (3) and MEA Lear. REA Hopkinson kicked two conversions and two penalties.

Promising start for golfers

It is five years since the last win by Navy golfers over a county side so the team teed off against Dorset on April 2 with more hope than expectation, writes John Weekes.

However, they gave a good account of themselves and it even looked for a short while that they might achieve a famous victory. In the end Dorset won by 9½ matches to 5½, the Navy having won 1½ points out of five in the morning foursomes and four out of the ten afternoon singles.

Three golfers were playing for the Service for the first time and they all did well. PO John Broom is on a mechanics course at H.M.S. Sultan and has got his handicap down to three. He achieved a good half in his singles, as did Lieut. Ian Yuill who is from H.M.S. Daedalus.

Third new team member was Mid Nick

Gasson who has just passed out from Dartmouth. He won his singles on the last green, a similar result to Lieut.-Cdr. Alec Wallace of H.M.S. Vernon, who produced birdies on the last two holes to turn defeat into victory.

Readers of this column might be able to guess that the other singles winner was Lieut. Malcolm Edmunds, who beat the present Dorset champion after a splendid match in which he was three down after five holes.

FOURSOMES

The foursomes are still the form of golf that the Navy side seems to find most difficult. To get a really good start to a county fixture we need to win three of the five matches. Winning only half those gave us an uphill struggle in the afternoon. Our

only win was achieved by the partnership of Lieut.-Cdr. Ken Medland of Collingwood and Lieut.-Cdr. Richard Moore from Portland.

Still, it was a better result than we have had against Dorset since we last won in 1973 and it augers well for the rest of the season.

R.N.G.S. SILVER

Despite frost, snow, heavy rain and gales there were some excellent rounds of golf played at the R.N. Golf Society's annual meeting at Blackmoor and Liphook on April 13 and 14. Chief among these was a net 70 at Blackmoor to win both medal cups and the gross salver for MEA David Quarby for Neptune.

Two of these cups were won on count backs, one from another engineer, Cdr.

Jim Hunter of H.M.S. Cardiff. To continue the engine room predominance, CPO David Rushforth teamed up with CPO Colin Manson (catering) to register a win for the Royal Yacht in the foursomes.

STEAM PLUMBER

In the match play competitions the longer handicap division was won by yet another "steam plumber," recently retired Cdr. Peter Nops. It needed none other than Malcolm Edmunds to break the sequence and to win the senior match play division.

The belief that all those who play at the R.N.G.S. meeting are retired needs to be refuted; one third this year were still serving and they did seem to win most of the prizes. Next year it will be on May 3 and 4 when it is hoped the weather will be kinder.

Peter naps Army



The R.N. Medical Services completed a hat-trick of rugby wins over the Army Medical Services with a convincing win at the Rectory, Plymouth, by 33 points to three.

The second half belonged almost exclusively to stand-off PMT Peter Milford (pictured above), who repeatedly weaved his way through the opposition for a personal tally of five tries, three of which were converted by Lieut. Ricky Pollard.

Half-time score was 7-3 to the Navy, with Pollard cancelling out an Army penalty, and full-back LMA Steve Butterfield scoring an unconverted try.

SPORT

Navy pair set for Wembley

BOXING

Navy boxing is poised for a night of glory at the Empire Pool, Wembley, on May 5, when two Navy men, AB Tommy Taylor (H.M.S. Hubberston) and Ret Terry Marsh (CTCRM) will step into the ring to contest the A.B.A. national finals.

It is the first time more than one Navy boxer has reached the finals, and the first time any Navy representative has got that far since LPT Paul Kelly lost in the 1976 welterweight final.

Light-heavyweight Taylor and lightweight Marsh clinched their big-night tickets with convincing points wins over two Scottish champions at the national semi-finals in Manchester.

SEETHING COACH

Navy coach CPO Mick Shone was seething that he did not get a third man to the national semi-finals. That man was AB Wayne Green (H.M.S. Ajax), who did everything but knock out Dave Williams at the England semi-finals in Gloucester.

Williams, now a finalist with Taylor and Marsh, produced non-stop aggression against Green, but repeatedly wobbled at the knees as Green powered in beautifully timed punches.

Many who saw the fight rated it the best amateur contest of the year, and most thought the Navy champion had won it by a street.

"Green could have hit him with the stool and still not put him down," was CPO Shone's terse comment. "The lad was very, very brave, but Green won the fight."

TRAIL ENDED

While Tommy Taylor and Terry Marsh went on their winning ways, the A.B.A. trail ran out for two other Navy boxers at Gloucester. Welterweight RO Mervyn Lescott (H.M.S. Dolphin) was beaten on a controversial majority decision by Lloyd Morgan after constantly beating the welterweight international to the jab, and CEM Mick Chance (H.M.S. Defiance) ran up against a second round left hook from the current A.B.A. bantamweight champion, Jackie Turner.

More good news for Navy boxing is that LPT Paul Kelly, the international welterweight, has returned from several months in the ice with H.M.S. Endurance. Kelly is still rated the best welterweight around, and will be hoping to make his mark before the Commonwealth Games team for Montreal is announced on May 12.

TARGET DATE

A junior, coached, Inter-Service target rifle match will be held at Bisle on June 3. It will be the second match in an annual event between the Armed Forces target rifle clubs.

Main object of the match is to arouse interest in full-bore target shooting among younger members of the Services. The Royal Navy team will be based on potential rather than proven ability, and nominations should reach CPO Wombell (secretary, R.N.T.R.C., Tipner Rifle Range, H.M.S. Excellent) by May 21.

WHEN WHAT AND WHERE

MAY

- 1-14 — Gliding: Inter-Service gliding championships.
- 1-2 — Judo: RM v. RN (RM championships) (CTC RM Lympstone).
- 3 — Soccer: NAAFI Jubilee Cup tournament, Army v. RN, 1430 (Den Helder, Holland); Cycling: RN v. RMCA circuit races (HMS Daedalus).

- 4 — Tennis: RN v. Public Schools OB (Greenwich).
- 5 — Cricket: RN v. Oxford University (The Parks, Oxford); Boxing: ABA finals (Wembley).
- 5-6 — Tennis: WRNS Inter-Group competition (Portsmouth).
- 6 — Judo: RN v. Army v. RAF (CJSA Championships) (Aldershot); Kayak: Windsor (London) and Ironbridge (R. Severn); Athletics: RN long distance road race (Chichester).
- 6-7 — Kayak: Spring regatta, K4 (Nottingham); Athletics: National triathlon championships (Crystal Palace); Golf: RN v. Cornwall (Lelant, Cornwall).
- 7 — Kayak: Bedford St Neots LD (Bedford) and Rother LD (Hastings).

- 8-12 — Athletics: Advanced Proficiency Course (Victory Stadium); Swimming: Long distance open water acclimatisation course (Portsmouth).
- 10 — Athletics: RN v. London University v. Army (Motspur Park).
- 11-14 — Athletics: REME Pentathlon championships (Arboretum).
- 12-15 — Sailing: Race from Plymouth/Portsmouth to Guernsey.
- 13 — Soccer: FA County Youth Challenge Cup final; Kayak: Shoreham Regatta (Shoreham); and Taunton-Bridgewater (Taunton); Equestrian: Inter-Service competition (Windsor).
- 13-14 — Kayak: Tryweryn British Open championships (Bala, N. Wales).
- 14 — Cycling: RN & RMCA Tandem & solo, 30-mile (Emsworth); and Wessex divisional road race championships

- (Bournemouth); Tennis: RN v. Insurance Offices (Greenwich).
- 15 — Fencing: RNFAA AGM (Portsmouth).
- 15-19 — Fencing: RN championships (Portsmouth).
- 17 — Athletics: RN v. Cardiff College v. St Luke's College, Exeter (RNAS Yeovilton).
- 19 — Fencing: WRNS Inter-Group fencing and individuals (Portsmouth).
- 20 — Kayak: Treverwyn (N. Wales); Tennis: RN v. All England Club (Greenwich).
- 20-21 — Cricket: RN U25. Naval Home Command v. Fleet (RNEC Manadon); Athletics: Met. Police tetathlon (Imber Court).
- 21 — Golf: RN v. Lee-on-Solent G.C. (Lee-on-solent); Tennis: RN v. Hurlingham (Greenwich); Kayak: Reading

- LD (Reading).
- 26-29 — Sailing: Portsmouth/Plymouth to Dartmouth.
- 26 — Equestrian: Inter-Services Competition (Aldershot).
- 27 — Cricket: RN U25 v. Combined BRNC XI (BRNC Dartmouth); Kayak: R. Treverwyn 2 (N. Wales) and Leny (Scotland).
- 27-28 — Kayak: BCU national regatta KI (Nottingham).
- 27-29 — Golf: RN Open & Inter Command stroke play championships (Blackmore, Hants).
- May/June — Angling: sixth annual sea championship (Plymouth).
- 27-29 — Hockey: Islanders tournament (Portsmouth).

JUNE (first week)

- 1-2 — Cricket: RN v. Incogniti (Portsmouth).
- 3 — Kayak: Eilan Valley (Gloucester) and S. of England championships (Shoreham); Fencing: RN v. Wales (Wales); Cycling: Inter-Service 25-mile time trial (Harrogate); Fencing: RN v. Wales (Wales).
- 3-5 — Athletics: Men's Open tetathlon (Bracknell).
- 4 — Kayak: Hove LD (Hove); cycling: Inter-Service 30-mile time trial (Harrogate).
- 5 — Fencing: RN v. Civil Service (Portsmouth).
- 5-9 — Swimming: Advanced life saving course (HMS Ternaire).
- 7 — Fencing: Inter-Service triangular; and Fencing: WRNS Inter-Service triangular (RAF Cosford).



AA1 Alan Malcolmson

Lieut. Ed Searle

CY Charlie Farnes



PO Tony Brown



CEMN1 Ernie Wise



Capt. Ian Leslie, R.M.



Lieut. Roger Caesley



CPO Pony Moore



Lieut. Philip Walters



CPO John Giblett



Cdr. Ian Bailey-Willmot



Lieut. Nigel Chambers



CPO John Kay



CPO Topsy Toner



REM Clive Vaughan



Lieut.-Cdr. Mark Kemmis-Betty



CPO Andy Ritchie



Sub-Lieut. Steve Kirby



ELMN1 Vic Morgan

ADVENTURE OF A LIFETIME

The longest, toughest and most competitive ocean race is over. Another 27,000 miles of sea slipped away beneath Adventure as four Joint Service crews drove her round the globe to finish seventh out of 15 in her second Whitbread Round-the-World race.

Nineteen members of the Royal Navy, including a Royal Marines officer, were among the 41 Servicemen selected from hundreds to make up the crews.

When the Nicholson 55 from the Joint Service Sailing Centre at Gosport set out from Southsea Castle last August there were high hopes she would finish as strongly as she did in the 1973 race. But although weather conditions varied enormously, this was a much more competitive race. The professionals were there to win or bust. The small print in the race rules became essential reading.

FOUR DAYS FASTER

Last time Adventure finished second on handicap; this time she was seventh. But she did the second trip four days faster — 158 days — despite niggling gear failures, an awkward leak, and several tactical decisions that came sadly unstuck.

In 1973 Adventure made a bee-line for Cape Town and won the leg. In August she took the same direct route, only to find weather conditions favouring the yachts that had taken a more southerly course.

Between Auckland and Rio de Janeiro she again opted for a more southerly course — and steadily lost ground to yachts that found better winds to the north.

CRUEL FINISHING LUCK

Even on the final leg, the decision to cut a corner to Portsmouth came unstuck in the doldrums. And some of her finishing luck was positively cruel.

After spending much of the tough 7,600-mile second leg in second position on handicap, the wind died on her 90 miles from Auckland and cost her four more places in the following 13 inactive and frustrating hours.

Adventure also ran out of wind as she approached Cape Town and Rio — each time eating into the precious handicap hours allowed her as second smallest yacht in the fleet.

It is interesting to speculate, how much better Adventure might have finished if those tactical decisions had paid off. Even with hindsight, all appeared reasonable in the conditions then prevailing.

Certainly she might have run ADC Accutrac hard for fifth place on handicap.

In the course of the race, Adventure used 40 sails, consumed more than four tons of food and had more than five tons of freight flown abroad in material support.

HIGHEST SPEED

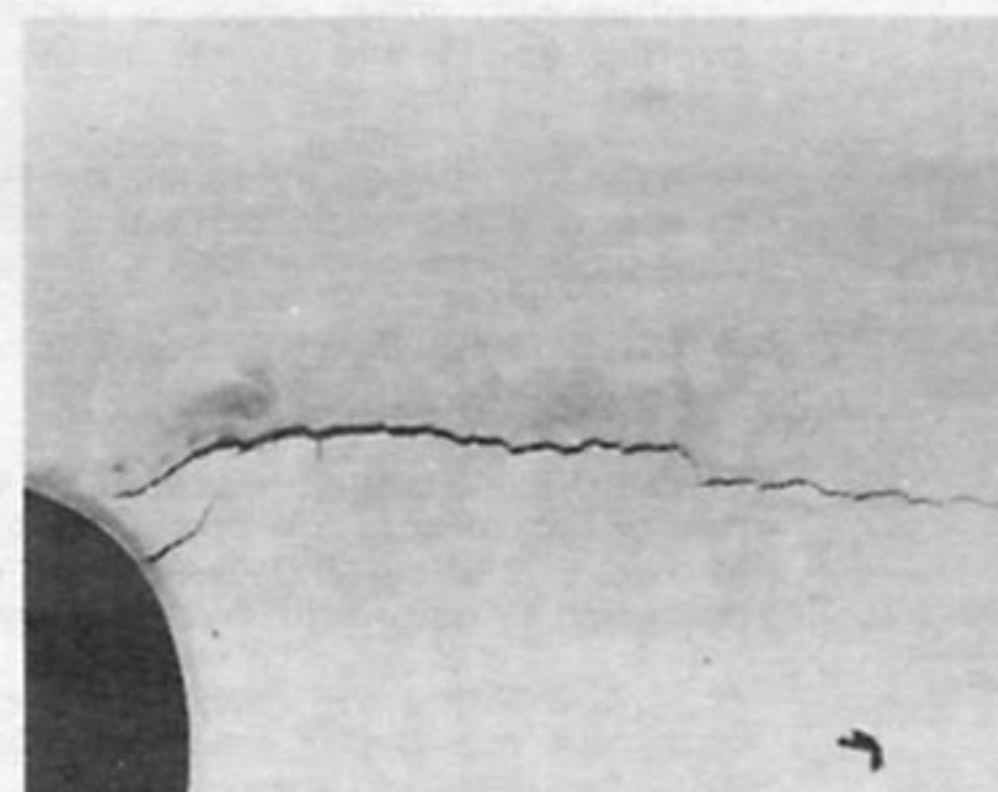
Her true average speed over the 27,000 miles was a shade over seven knots, and her highest recorded speed was 8.45 knots on leg two.

Adventure has put in an awful lot of miles over the years, and much of her gear has done the world trip twice. Her rig is robust, and her stability and general strength of hull inspire confidence.

Even so, some material failures cost her dear during the race. Most crucial among these were the leak in her keel area, and main engine starter motor and steering gear problems.

Now Adventure has been lifted from the water and is to be refitted before returning to her normal busy life at Hornet.

CPO Mike Brown, who sailed in the 1973 Whitbread race, assists PO Tony Brown, 1977 crewman and permanent skipper of the yacht, to lift Adventure from the water for an inspection after her return to Portsmouth.



Most worrying of several material failures on Adventure during the world marathon were these cracks which opened up in the hull about 1,000 miles out of Auckland.

They are in the area of the former trim tab, which was glassed in before the start of the race.

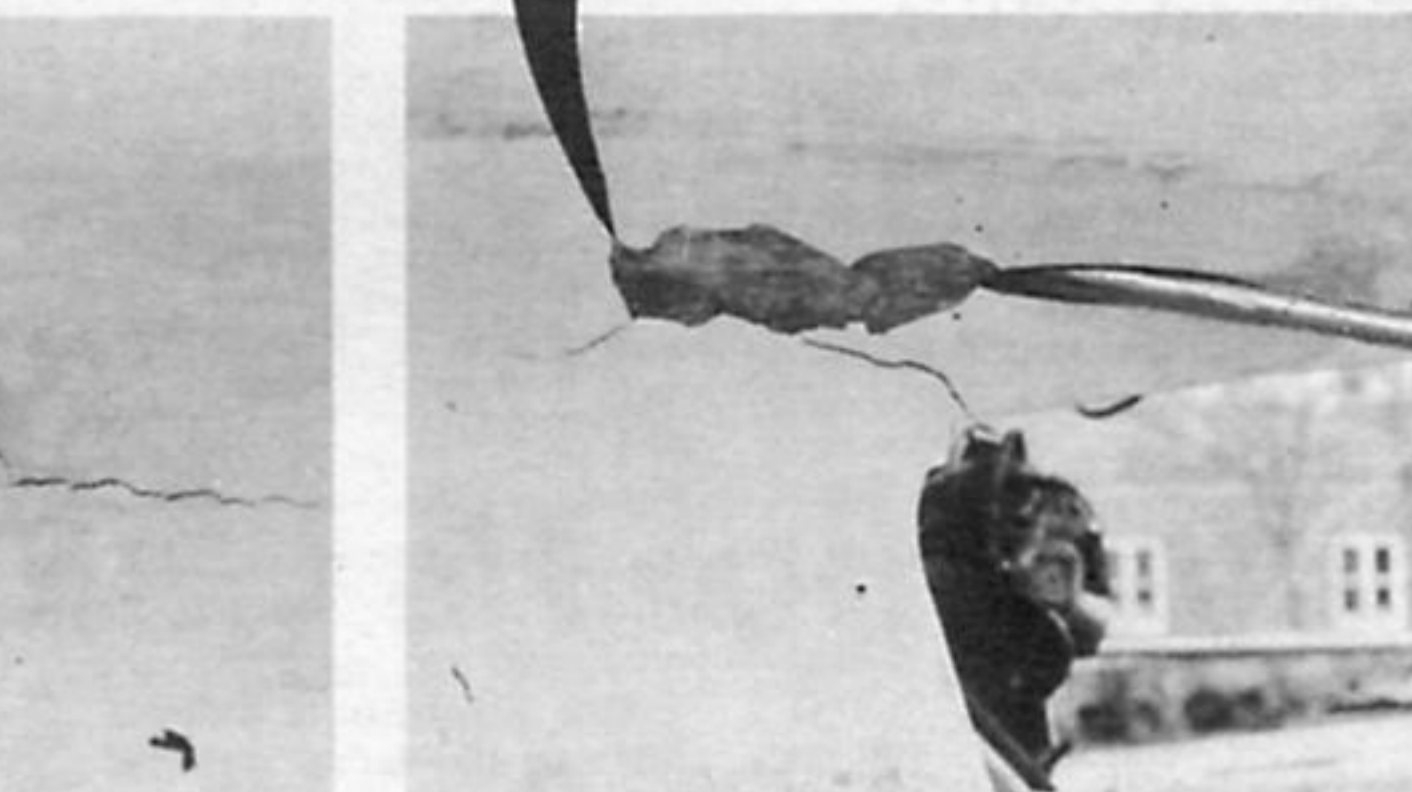
For the remaining 6,500 miles to Rio de

Janeiro, up to 20 gallons of water leaked into Adventure each hour. Repair work done at Rio failed soon after the start of the fourth leg, so that the crew had to contend with the same problem for most of the final 5,500 miles back to Portsmouth.

Pictures show (right) the port side crack, and (left) the 18in. crack on the starboard side.



Cdr. Peter Jack, the project manager, and Wren Sally Bubbins, who was short-listed for the crew, at work in the Adventure office in Hornet, the Joint Service Sailing Centre at Gosport.



New jobs for aircraft handlers

There is a continuing need for an Aircraft Handler Branch, both at sea and ashore. That is the conclusion from a detailed study into the requirements for aircraft handler skills in the Royal Navy. However, the future requirement will probably be for a branch of about 600 men — about 200 fewer than at present. They will be trained in the following skills — aircraft flight deck and ground movement, aircraft fire-fighting, airfield and other driving, and miscellaneous airfield tasks.

Defence Council Instruction (RN) 268 says that "the branch can continue to offer good advancement prospects."

Although the Aircraft Handler Branch is at present in surplus, new-entry intake has been reduced. Numbers in the branch will therefore fall naturally until the bearing matches the requirement. Meanwhile, proposals for employing the current surplus will be promulgated in due course.

SEA TIME CUTS

When H.M.S. Ark Royal pays off, the number of sea billets for aircraft handlers will reduce and will be only partially restored when the helicopter cruisers enter service. From 1979 onwards, therefore, sea service will be more limited than in the past.

Some other branches, however, have a high proportion of sea billets and it is necessary to go on looking for opportunities to redress this imbalance. As a start, it is intended to see whether there are some sea billets which aircraft handlers can take over from other ratings.

Jersey record

H.M.S. Jersey is claiming a fishery protection record: in just 12 months she was involved in eight arrests and successful prosecutions of lawbreaking fishermen. This is said to be more than any other ship in the Royal Navy.

Devonport's super-base

Devonport's Fleet Maintenance Base, the latest stage in a development which will support the highly technical Fleet well into the next century, was opened by the Prime Minister, Mr. James Callaghan, on April 18.

The Base provides facilities for maintaining ships between dockyard refits, including custom-built areas for the maintenance of Devonport-based ships and submarines.

The Fleet Maintenance Group, which will work from the Base, is divided into six units, two of which are mobile and can travel all over the world to support ships. There is also a submarine maintenance unit and a craft support unit to help and support locally-based small craft.

Devonport's development also includes the frigate refitting complex opened by Dr. David Owen last year and the submarine refitting complex, now nearing completion.

Right: The Prime Minister unveils a plaque at the Base, watched by the Port Admiral, Vice-Admiral J. M. Forbes, and the Navy Minister, Mr. Patrick Duffy.

OTHER PAY POINTS

Pensioners are not forgotten

While those with time to serve can look forward to substantial pay rises in the next two years, anyone who is nearing retirement may be concerned about the implications of this pay award.

Pensions are derived from basic pay so anyone who leaves now will not gain the benefit of the promise of higher pay rates in 1979 and 1980. However, those retiring on or after April 1, 1978, can take heart from the fact that, although pensions are not a matter for the Review Body, the Government is considering the position of the new Service pensioner, bearing in mind that the problems involved are the same as those affecting all pensioners in the public sector.

Among other most interesting points in the 40-page report by the Armed Forces Pay Review Body are the following—

● The Armed Forces are entitled to immediate recognition of what is due to them.

● There is no justification for treating the Armed Forces less favourably than the firemen, who have been promised a return to pay levels comparable to those of other workers with similar responsibilities.

● Despite the current ten per cent. overall guidelines, the Bank of England has said that "earnings seem likely to rise by 13 per cent. or more during the current wage round." The Review Body mentions other estimates pitched at or around 15 per cent.

● While recommending increases in some forms of additional pay, the Body promises to look at the position of others.

'RELATIVE LIFT-UP' NEEDED

● The rewards for technical skills in Clivvy Street are increasing relatively to the rewards for junior management. Some senior other ranks should be given "a relative lift-up" to equate their salaries with some junior or middle rank officers. Where an overlap exists, the extent of the overlap should be rather greater.

● In the light of new evidence, the Review Body has undertaken to examine the basis on which accommodation charges are assessed.

● The report sets out the way in which the Serviceman's pay is evaluated.

● There is no stigma attached to the Serviceman who gets a rent or rate rebate. It is wrong to suggest that using this system is evidence of earnings below the poverty line. The system is designed to help the lower-paid man with a large family.

● In comparing the earnings of civilian equivalents the calculations are based on the rewards for comparable jobs outside, taking into account differences in pension arrangements and the value of fringe benefits, such as company cars.

(Continued from Page One)

stressed in its report that unless corrective action was taken quickly, the Services would lose more and more of their best men, particularly in the technical branches.

In accordance with the Review Body recommendations, there is no change in the level of X factor — the element paid for Service life disadvantages. This complex matter is to be examined in more detail by the

The Review Body's evidence concerning the increases needed to restore full comparability with civilian rates at April 1, 1978, produces the following examples—
Sub-lieutenant — 19.5 per cent.
More senior officer — 30 per cent.
Able rate — 30 per cent.
Chief artificer — 37½ per cent.
Overall average — 32 per cent.

Review Body with the Ministry of Defence.

However, there are to be increases in some forms of additional pay. Flying pay, submarine pay, parachute and parachute jumping instructor pay, and diving and hydrographic pay are all to be increased by 50 per cent. Northern Ireland pay will be doubled from 50p to £1 per day.

Married men should be particularly pleased by the decision to increase separation pay by two thirds, and the fact that married quarter charges are to remain at their present level while the Review Body examines the basis on which these charges are made. It follows, of course, that accommodation charges for single men and women are also to be held.

All these extras will improve the percentage gains on basic pay, which averages about 13 per cent.

On the debit side of the deal there appears to be only one item: food charges were to be increased from May 1 by 19p per day, to £1.12. On this, the Review Body said: "In our view the charge is reasonable and the food it purchases is very good value for money."

PREMIER'S TRIBUTE

After announcing the details of the pay deal, the Prime Minister said: "These arrangements now secure for the Armed Forces a firm assurance about their future conditions of service and will meet, I believe, the view expressed by the Review Body that their particular problems should be recognized."

"The men and women who serve in the Forces have many diverse and difficult roles, and they have undertaken a number of additional tasks, some of them dangerous, as in Northern Ireland."

"The country is grateful to them and I should like to pay tribute once again to the professionalism and dedication with which they carry out their many responsibilities."

● If the "professional and dedicated" Servicemen are happy with the new pay deal perhaps it will do away with the need for car stickers like the one seen in Plymouth: "There's a place for you in the modern Navy — MINE!"



Grand view of Tiger

Valletta's Boscetto Gardens provide a colourful foreground to this study of H.M.S. Tiger in Grand Harbour during a two-day stop-over at Malta by ships of Group Six on the homeward leg of their Far East deployment.

On the way from Sumatra, H.M. ships Cleopatra, Amazon and Zulu and R.F.A. Tarbatness had left the main group to visit Colombo, Sri Lanka, while the remainder headed for Bombay, with R.F.A. Regent continuing on to Bandar Abbas to RAS with the Gulf survey vessels.

DITCHING

As the Tiger was crossing the Arabian Sea one of her Sea King helicopters had to make a controlled ditching. The crew were soon rescued with the help of H.M.S. Amazon and then, in a display of superb teamwork, the helicopter was recovered in a 12-hour operation in which the divers, led by AA1 Duff and MEA(H) McIntosh, were joined later by POACM Jackson, one of the rescued aircrew.

In the Mediterranean, the Group exercised with former member H.M.S. Dreadnought before calling at Gibraltar and arriving home on April 19 and 20.

